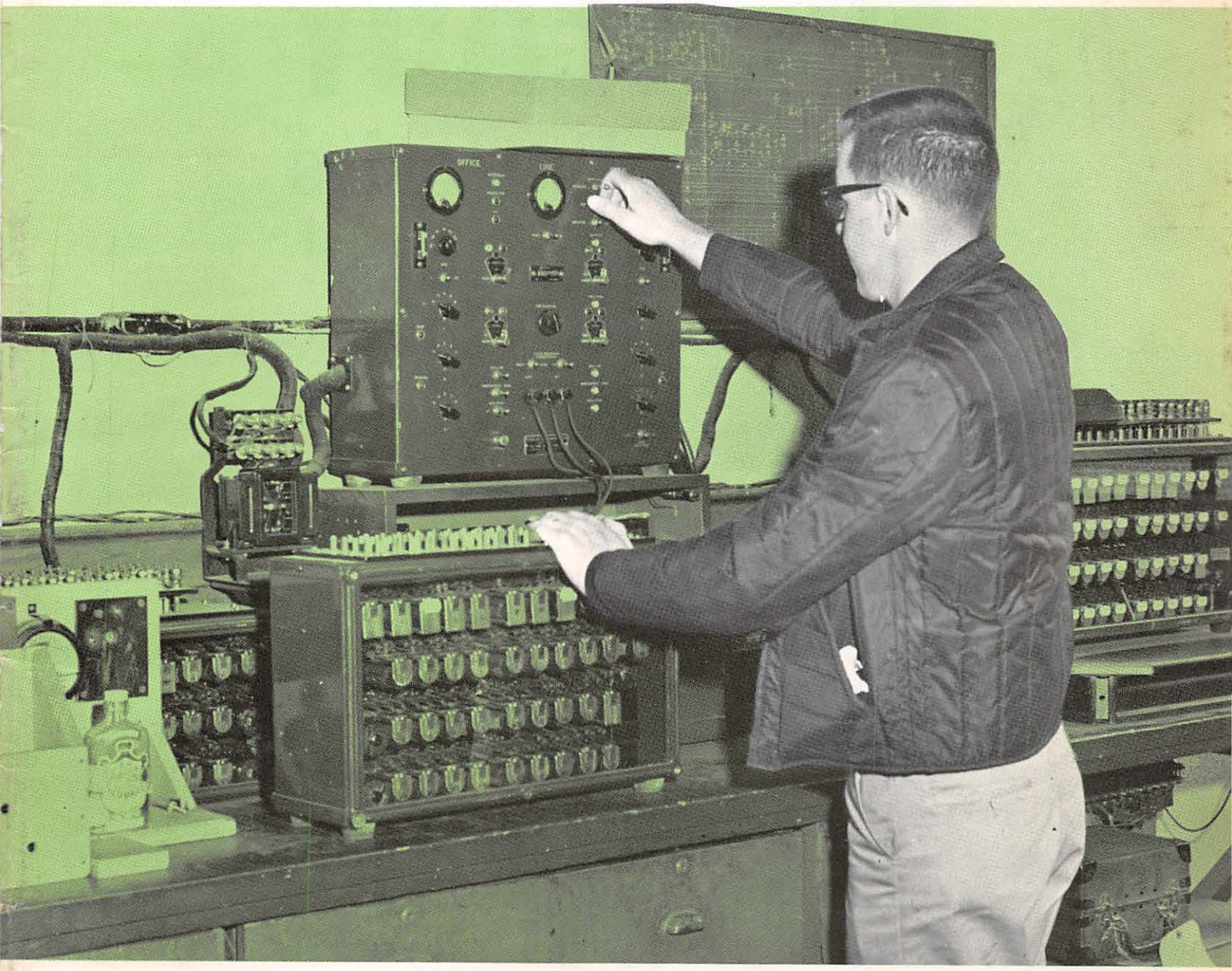
JANUARY-FEBRUARY, 1967

THE Signalman's JOURNAL



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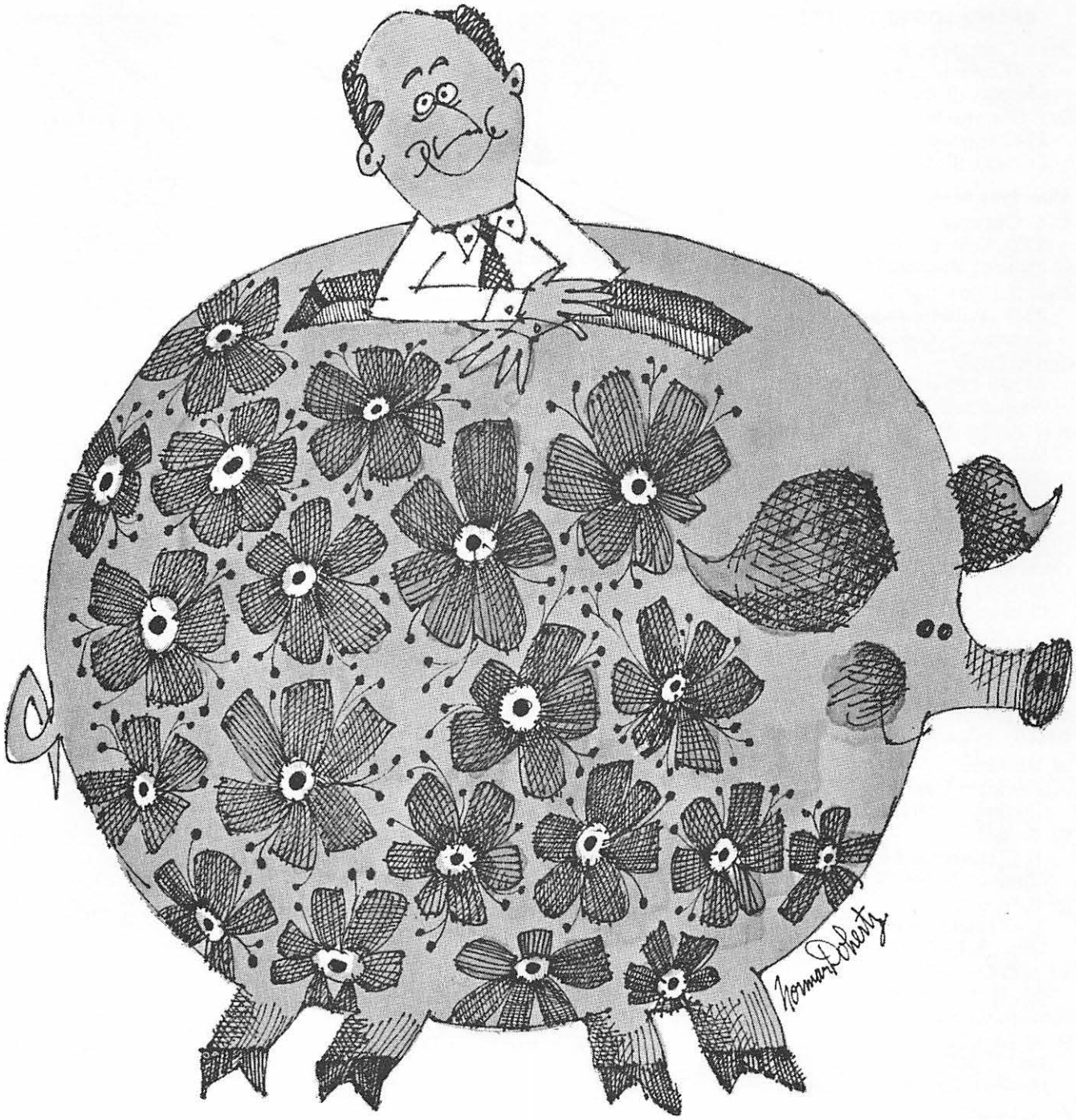

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Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

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More Facts About Medicare

THOUGH IT IS WELL KNOWN that Medicare went into effect on July 1, 1966, it is not so well known that one part of Medicare did not go into operation until January 1, 1967. This phase of the program provides post-hospitalization care in what the Medicare law calls an "extended care facility." Unfortunately a large number of older people do not know exactly what is meant by an extended care facility, how they can obtain extended care, and in what manner extended care can help them.

It is imperative that as many senior citizens as possible know about these new benefits available to them and also the limitations of these benefits so that they may avoid unnecessary expense and disappointment.

The Social Security Administration says an extended care facility is "a special part of a hospital, nursing home, or home for aged persons which has been recommended by the State Health Department and approved by the Federal Government for participation in the Medicare program. An extended care facility provides skilled nursing care and related services for people who are too ill to be taken care of in their own home, but who do not need the intensive type of care which hospitals provide."

Custodial Care Excluded

A particular point that should be stressed is the fact that Medicare does not cover custodial care. Although the extended care facilities are being popularly referred to as nursing homes, not all nursing homes or their patients will be eligible for participation in the extended care phase of Medicare. To be eligible for the services of an extended care facility a Medicare recipient must meet the following conditions:

1. He must have been in a hospital for at least three days before entering the extended care facility.
2. The extended care facility must be approved and participating in the Medicare program.
3. Admission on a doctor's order to the extended care facility must be for further treatment of the condition for which he was hospitalized and admission must take place within 14 days after discharge from the hospital. The benefits are retroactive to July 1, 1966 for eligible Medicare recipients already in extended care facilities provided the above requirements are met.

Exceptions

Medicare will pay the full costs of the covered services, including semi-private room, provided by an extended care facility for the first 20 days and all but $5.00 a day for 80 additional days in each "spell of illness." (A "spell of illness" begins when the patient first receives covered hospital or extended care services and ends when the patient has not been in a hospital or extended care facility for 60 days.)

The following services are not covered:

- Physician services (However, the aged person can enroll at $3.00 a month premium for the so-called "Part B" of Medicare which covers physicians' services.)
- Services in a facility which is operated primarily for the treatment of mental illness or tuberculosis.
- Private duty nurses.
- Private room, unless medically necessary. (If the patient selects a private room, he will have to pay the difference between the private and semi-private rates.)
- Personal comfort or convenience items.
- Any services not covered as an inpatient hospital service in the basic Medicare hospital plan.

A pamphlet on extended care benefits which goes into greater detail than space in the Journal permits, may be obtained free by writing to the Pamphlet Division, Social Security Administration, Baltimore, Maryland 21235.

Wage And Rules Dispute

Brotherhood Signs Agreement With Nation's Carriers

OUR BROTHERHOOD AND the three Cooperating Railroad Organizations party to the Section 6 Notices served on the Nation's carriers on May 10, 1966, reached an agreement with the National Railway Labor Conference on Friday, January 13.

The other Organizations signing the pact were the Telegraphers, Maintenance of Way Employes, and the Dining Car Employes. The Clerks signed a separate agreement with the Carriers on December 15, 1966.

The Agreement reached by the four Organizations provide:

- Effective January 1, 1967, all daily, hourly, weekly, monthly, and piece-work rates of pay in effect on December 31, 1966 will be increased in the amount of five percent.
- Effective January 1, 1968, all rates of pay referred to above in effect on December 31, 1967 will be increased by two and one-half percent.
- Effective with the Calendar year of 1967, employes with at least 10 years of service and who otherwise qualify will be granted an annual vacation of fifteen (15) work days.

The Agreement also provides that no party to it shall serve any notice or proposal or progress any pending notice or proposal on a joint national or regional basis to change the rates of pay referred to above prior to March 1, 1968. No such notice or proposal shall become effective prior to July 1, 1968. Briefly, this means the Organizations will be free to serve notices on or after March 1, 1968 for wage increases to become effective on July 1, 1968.

The parties will resume direct negotiations on or about June 1, 1967 in an effort to dispose of that part of our Section 6 Notices dealing with travel time and expenses for employes who are required to work away from their home station. The period consumed by these negotiations must not exceed ten (10) days.

If the issue is not disposed of in direct negotiations, the parties, or either party may invoke mediation, which the Mediation Board will begin immediately after such invocation. If the issue is not disposed of in mediation, the parties have agreed to submit it to binding arbitration under the arbitration provisions of the Railway Labor Act.

The question submitted to arbitration would include all of the issues raised by Article IV of our May 10 Notices upon which a definite noncontingent agreement had not been reached in direct negotiations or mediation. If there is no such an agreement on any of the issues, the question to be submitted to arbitration would be the issues raised in Article IV as set forth in the May 10 Notices.

The Agreement reached is in final settlement of the disputes growing out of the notices served on the carriers by the organizations on or about May 10, 1966, and the notices served on the Organizations by the Carriers on or about June 6 and 10, 1966. Briefly, this means that the Carriers agreed to withdraw all their counter-proposals.

The Agreement is subject to approval of the courts with respect to carriers in the hands of receivers or trustees.

The March issue of the Journal will carry the full text of the agreement reached so that our members will be apprised of their rights thereunder.

Pennsy To Commence High Speed Service In October

THE PENNSYLVANIA RAILroad recently announced that it will commence high-speed passenger service between Washington and New York next October.

The high-speed service is a joint effort of the railroad and the United States Department of Commerce. According to the carrier, the new service is actually a marketing test to determine how fast, frequent trains of ultramodern, luxurious design will be received by the public.

The new service will employ 50 new electrically propelled cars as a means for a thorough study over a two year period to determine what must be done to attract the public to use railroads for intercity travel.

The new cars will reduce the running time between Washington and New York by 40 minutes, to two hours and 55 minutes, the railroad advised.

Supreme Court Amends Railway Labor Act

IN A SEVEN TO TWO RULING on December 5, 1966, the United States Supreme Court in effect amended the Railway Labor Act to require the National Railroad Adjustment Board to make decisions which would designate work to a particular union in cases involving more than one organization. The Railway Labor Act does not vest this power in the NRAB. The ruling has caused considerable concern among the railway labor unions. Chief Justice Earl Warren and Justice Abe Fortas wrote a searing dissent to the ruling but unfortunately, the Court's action stands as a menace whereas the dissent has little effect on the ultimate impact of the ruling.

The case at issue involved a dispute between the Union Pacific Railroad and the Telegraphers. Several years ago the Union Pacific began installing IBM equipment to perform work that had previously been performed jointly by members of the Telegraphers and Clerks Organizations. The Carrier assigned the work to the Clerks and the Telegraphers initiated claims in behalf of their members. The claim was upheld by the NRAB and the U.P. was ordered to pay telegraphers who were deprived of work account of the IBM installation. The railroad refused to apply the Award and the Telegraphers took court action in an effort to require the U.P. to apply the Award.

The case finally reached the U. S. Supreme Court and the majority, in

an opinion written by Justice Hugo Black, in effect held that the Clerks must be made a party to the dispute and ruled that the NRAB "must resolve this entire dispute" on the basis of the contracts of all unions involved.

This overrules a long standing principle recognized in the railway field that an organization's agreement with a carrier is not dependent on other agreements the carrier might have with other organizations. The Board has held that if a carrier contracts with more than one organization to perform the same work, it is the carrier's responsibility to honor both contracts. The Supreme Court ruling in effect relieves a carrier of obligations to more than one organization in cases where they have contracted with more than one organization for the performance of certain work.

Justices Warren and Fortas issued a searing dissent which denounced the majority for re-writing the Railway Labor Act to coincide with their own ideas. It is the duty of the Court to interpret laws, not to legislate as it has done in this case.

"There is nothing in the statute or precedents that permits or justifies this peremptory judicial foray into other people's business," the minority wrote. "The basis of the court's holding cannot be found in any provision of the Railway Labor Act.

"There is no basis," Warren and Fortas added, "for this court to dictate that a collective bargaining contract may not be enforced in accordance with its terms, but must be subordinated to a one job-one man theory.

"This court," the minority continued, "cannot and should not impose its own views. Certainly this court should not invade the integrity of collective bargaining contracts to legislate the result it considers desirable and orderly.

"Labor relations," they added, are not susceptible of reduction to such simplicities, and with all deference, this court should fear to tread this path."

However, the facts are that the majority did not fear to tread the path referred to by Justices Warren and Fortas and did legislate by its opinion that which it thought should govern labor relations on the nation's railways. We agree with the minority that there is not one word in the Railway Labor Act which lends support to the opinion of the majority. A careful reading of the ruling will show that the majority based its opinion on its own views of what should be, not on any portion of the Railway Labor Act.

It is an unfortunate circumstance when the highest tribunal in the country cannot or will not recognize its responsibility and limit its action to this duty which is set forth and limited by the Constitution.

In Canada

Wage-Rules Movement Appears Near Settlement

THE NEGOTIATING COMmittee for 7 non-operating railway unions, including our Brotherhood, has approved an agreement, in principle, to cover their members in Canada. If the agreement is not finally approved, compulsory arbitration of the dispute will be mandatory under the law. Grand Lodge Representative Harold Stockdale is representing our Brotherhood in the negotiations.

Briefly, the proposed agreement provides that wages will be increased 7 percent effective January 1, 1967; three percent effective July 1, 1967; and 6 percent effective January 1, 1968.

In addition, an employe would be entitled once during any service year in which his spouse, child or parent dies, to three days bereavement leave without loss of pay provided the employe has at least one year of cumulative compensated service.

Vacation Proposals

Employes under the proposal would, effective January 1, 1967, be entitled to three weeks annual vacation with pay after 12 years of service instead of after 15 years as heretofore.

Effective January 1, 1968, an employe would be entitled to four weeks annual vacation with pay after 22 years of service instead of after 25 as present agreement provides.

The proposal also provides that the weekly indemnity benefits on account of sickness will be increased effective January 1, 1968 to $55 a week instead of the present $50. Payments would commence on the fourth day of sickness instead of on the eighth as at present and would be payable for a period of 18 weeks instead of the present 13 weeks.

The Agreement also provides that the Carriers will not put into effect any technological, organizational or operational changes which are likely to be of a permanent nature and which may effect a material change in working conditions that might have an adverse effect on employes without giving as much advance notice as possible. In any event, not less than 90 days advance notice would be given to the organizations of a change resulting in the relocation of employes and 60 days notice in all other cases.

Such notices would give a full description of the proposed changes with appropriate details such as the number of employes that would be adversely affected. The Unions and Carriers would then negotiate measures to minimize the adverse effects of the proposed changes on employes. The measures negotiated, for example, may be with respect to severance, loss of wages, expenses of moving and traveling of employes required to relocate, retraining and the merging of seniority lists within organizations and other such measures as may be appropriate in the circumstances.

The proposed agreement provides that if the negotiations referred to above are not successful, they will be handled in accordance with procedure established in the proposed agreement up to and including binding arbitration.

The proposed agreement also provides that immediately upon signing of the Master Agreement, a job evaluation and wage study will be undertaken with each Union and under this study our members will get the financial recognition of the skills which the railways have con-

(continued on page 10)

Residual Payment Provisions Under The RRA

RECENT AMENDMENTS TO the Railroad Retirement Act modified the formula for computing the residual payment. The following questions and answers explain what this benefit is and how it is computed under the amended law.

1. *What is the purpose of the residual payment?*

The residual payment is intended to assure railroad employes and their families that they will receive at least as much in regular retirement and survivor benefits as the employe contributed to the program in railroad retirement taxes.

2. *Is a residual payment made on the death of every railroad employe?*

No. It is not made if the employe and his family have already received as much in benefits as the minimum amount they are assured of receiving.

3. *Can the residual payment ever be made while the employe is living?*

No. It is a final settlement. It can only be made if no other benefits based on the employe's railroad service will ever be payable under either the Railroad Retirement Act or Social Security Act.

4. *How would the amount of the residual payment for my survivors be figured?*

The first step is to determine the gross residual amount. Under the new formula, this amount is equal to the sum of the amounts obtained by applying the following percentages to your creditable compensation:

For compensation in the years—	Percent
1937-46	4
1947-58	7
1959-61	7.5
1962-65	8
1966	8.1
1967	8.65
1968	8.9
1969-72	9.65
1973 and later	10.1

From this gross residual amount the following benefit payments are deducted:

(1) Any retirement benefits paid to you and your wife under the Railroad Retirement Act,

(2) The portion of any retirement benefits paid to you and your family under the Social Security Act which was based on railroad service, and

(3) Any survivor benefits paid with respect to your death under either the Railroad Retirement Act or the Social Security Act.

If the benefit payments exceed the gross residual amount, no residual payment is due.

5. *Why was it necessary to change the residual payment formula?*

Under the old formula, the gross residual amount for years after 1961 was equal to 8 percent of the employe's creditable earnings. Since the employe tax rates scheduled for years after 1966 are higher than 8 percent, a new formula was needed to carry out the purpose of the provision for the residual payment. In the new formula, the percentage factor for years after 1965 is the applicable tax rate (excluding hospital insurance) plus one-half of a percentage point. (Railroad retirement tax rates in future years are partially dependent on the social security tax schedule. The factors in the formula for the residual payment that are given in the answer to question 4 are those which will apply if the social security tax rate goes up as scheduled.)

6. *Could you give me some idea of how large a residual payment might be made after my death?*

The amount of any residual payment would depend on your railroad service and earnings and on the amount of other benefits paid to you and your family. Currently, residual payments are averaging close to $3,000. Following are examples of the maximum residual payments, *before deductions for other benefits,* that will be possible on selected future dates.

Dec. 31 of—	
1967	$ 8,460
1968	9,047
1969	9,684
1970	10,321
1975	13,595
1980	16,928

7. *Who receives the residual payment?*

The payment is made to:

(a) The beneficiary named by the employe, or

(b) If he did not name a beneficiary, to his widow (or widower) if she was living with him at the time of his death, children, grandchildren, parents, brothers and sisters, or estate, in that order.

8. *What steps should I take if I wish to name someone to receive the residual payment?*

You should file a form with the Railroad Retirement Board, naming the person you wish to receive the residual payment. This step is not necessary if you wish the payment to be made in the order of precedence given in the answer to question 7. The same form can also be used to change or revoke an earlier designation.

9. *I am a widower with three children. Can I specify the share of the residual payment that each will receive?*

Yes. You can specify how the payment will be divided among them.

10. *If I name my sister as beneficiary of the residual payment, will it affect my wife's rights to benefits?*

No, but a residual payment cannot be made to your sister while your wife is receiving benefits based on your railroad service or is entitled to such benefits in the future.

11. *I am 55 years old and will be eligible for a widow's annuity when I reach age 60. Is there any way that I can receive a residual payment now?*

If you waive your rights to future benefits based on your husband's railroad service, any residual payment that might be due could be made immediately. The payment would be made to you unless another person was named as beneficiary. The residual would also become payable if you remarried before you reached age 60.

12. *My husband worked in both railroad and social security employment. Can I receive a residual payment and keep my rights to a social security widow's benefit?*

You can receive a residual payment and keep your rights to any social security benefits to which you are entitled on the basis of your husband's *social security credits alone.* If you make the waiver, your husband's *railroad* credits could not be counted toward a social security widow's benefit for you.

13. *I am 63 years old and am receiving a widow's annuity. Can I receive a residual payment if I waive my rights to my annuity?*

No. The waiver must be made before the person entitled to future benefits reaches age 60.

14. *I am a 49-year-old widow. I can't decide whether to take the residual payment now or to wait for my annuity at age 60. I would appreciate some advice.*

This decision should be based on the facts in your particular case. You should consider your age, health, and intentions of remarrying. Also, it would be a good idea to obtain information from the Railroad Retirement Board about the amount of the residual payment and the value of the annuity you would waive.

High Speed Maintenance Section Keeps Burlington Maintainer Busy

By Donald Sims

AT THE RIPE "OLD AGE" of 25, Gerald Fortkamp, a Burlington signal maintainer, already has 7 years of seniority and has held down his own maintenance district for slightly over two years. What this description implies is that Brother Fortkamp wasn't exactly a senior citizen when he decided to become a railroader.

When Gerald made the decision to work with a railroad he knew its business was transportation but he wasn't really aware how soon he would become acquainted with the meaning of the word. Hiring out at nearby McCook, Nebraska, the youthful signalman, then 18, was immediately sent to Lincoln, Neb. where after one days labor he received a pass to board an eastbound passenger train that evening. It read "Chicago." From that point he started to travel and learned the meaning of such words as "seniority" and "low on the totem pole."

What followed is very typical of the early years in a signal maintainer's life: here for several months, there for a few more; then another round of "here and there," while hopefully seniority builds up enough to be able to bid in on a single spot and a maintainer's district. For this particular signalman the odds were good since he's had a steady maintainer's assignment for just about half of his seven years of Burlington employment.

Gerald Fortkamp's railroad world is mostly a tangent section of the Burlington Railroad main line in northeastern Colorado. Headquarters is a small town called Brush, a railroad junction point where one line takes off northward while Fortkamp is concerned with the main line which travels along on an east-west axis, connecting Chicago and Denver and many other places.

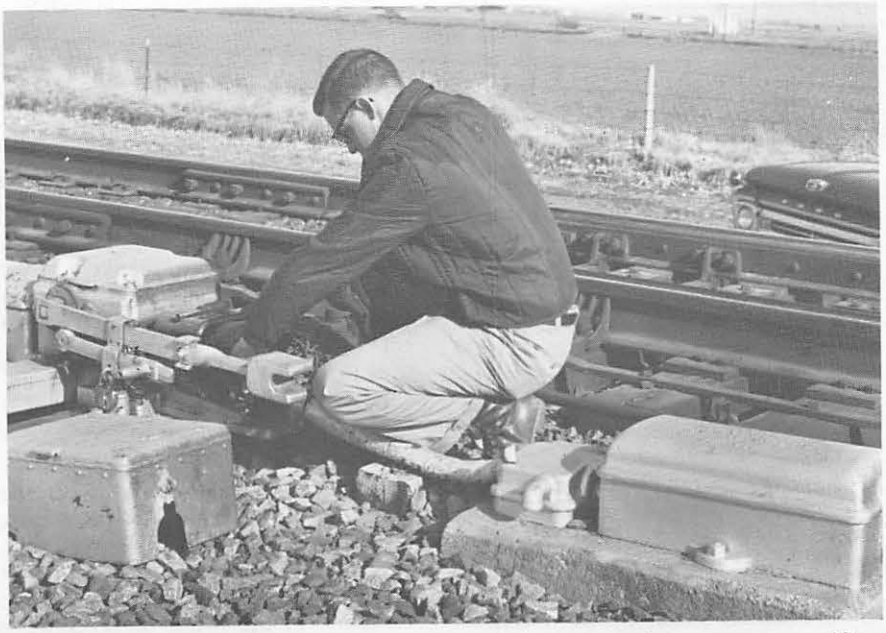
Brush, Colorado is more midwest in look than an image of the Rocky Mountain landscape for which Colorado is best known. Unlike the higher altitude terrain, the northeastern part of the state where the young maintainer works is a blend of agriculture and cattle raising country. Typical of a small midwest town, the outstanding contribution to Brush's skyline is a grain elevator. Like most, there's little to distinguish it from other small communities, unless you happen to live there.

As for Gerald Fortkamp, the story begins at a small Burlington Lines depot in the middle of town. About 7 a.m. every weekday the small depot at Brush starts to stir with the morning light. Several men are seen parking their cars nearby and transferring to the rubber tired equipment which has replaced the offbeat sounds of track cars. Among that group of men is Gerald Fortkamp, but unlike those whose occupations call for group organization, the signal maintainer goes off on his own.

First stop for the signal maintainer is the station office where he gets a lineup on the morning main line movements. Then off to a nearby section house across two widths of railroad track to pick up tools and supplies. Nearly always his next move is to a green pickup truck bearing the Burlington emblem on its door and a small yellow sign marked "Signal Department." Otherwise it's to a motorcar, for there are times when a maintainer still needs steel tires. While most work can be handled from a truck because of the flat nature of trackside terrain, there are times when a railed vehicle provides the easiest way to get to a job site.

The subdivision on which he works, known in Burlington's McCook Division timetable as the McCook and Denver subdivision, extends over a 254 mile span, most of it high speed roadbed. For example, the Denver Zephyr averages slightly better than 72 mph over this entire district on its eastbound run. With speeds of this nature, motorcar operations must naturally take a safety first attitude, which often can be quite time consuming. The off-rail transportation speeds up a maintainer's ability in getting to a job site.

Another asset that aids the railroad's operations is radio. Burlington maintainers on this part of the system are supplied with radios for their trucks. The Brush maintainer can communicate directly with the dispatcher at McCook if he needs to either provide or take information, as the work load demands. He can easily keep up on train movements and also inform the dispatcher of repairs or problems with a sort of running commentary.



Brother Fortkamp works on a typical power switch location at the entrance to a siding.

A part of Brother Fortkamp's duties is checking coding equipment. He's shown above checking circuits by phone with signal maintainer at McCook, Nebraska.

The Burlington's important main line which passes through Brush between Chicago and Denver is equipped with centralized traffic control equipment. Single tracked and high speed, Brother Fortkamp's assigned district is not particularly long compared with others in the immediate vicinity, but his other duties give him a comparable work load, if not in length, then in effort.

Brush is mid-point in his district and the actual limits extend from milepost 449 to milepost 467, but he's also involved over a wider range of railroad, traveling between Akron and Commerce City, 105 miles apart by rail line. The reason for these extended limits is because Fortkamp is involved with the repair and upkeep of code control units on other sections and that is why he has a shorter district than average.

Utilizing his pickup, Fortkamp drives out to field locations beyond his own limits and brings the control units back to Brush for repairs. This work is done in one corner of the depot, where there's a workbench and equipment needed for checking and work on the code control units.

A few hundred feet west of Fortkamp's section house is a code relay facility where from time to time, the local maintainer works with another signalman at McCook checking out code lines. To do this, Brother Fortkamp simply hooks into a trackside communication wire and the two maintainers follow route setting indications via the phone.

Because of rather straight and level main line across most of his territory, there aren't many sidings to be serviced. The western limits of his district include a passing track at Ft. Morgan, another five miles east at Lodi, with Brush four and one-half miles east of Lodi. This latter locale is also a junction for another Burlington line north to Sterling and other points in the northeastern corner of Colorado.

Fortkamp's duties take him only seven miles east of Brush and if you could term any of the surrounding terrain hilly, it would be this portion of his district. The flat land portion is primarily agricultural in scope but gives way to low lying mounds which is given over to cattle grazing. Because of this, the "Q's" line takes on some curvature here, but not to any great degree since average speeds manage to hold up quite well. A couple of large cattle feeding yards east of Brush provide the railroad with some stock business and occasionally several carloads of livestock are dropped off at Brush.

Brother Fortkamp's truck is equipped with radio so he can keep in constant touch with the dispatcher at McCook. He's shown checking on train movements expected in his area.

Equipment on Fortkamp's territory is a blend of Union Switch and Signal and General Railway Signal design. While sidings and controlled locations are provided with searchlight style indications, intermediate blocks program train movements with a three lens, vertical type signal head, backed by a rather small shield.

There are some 7 powered locations on the territory plus one spring switch installation to maintain. A total of 7 highway crossings intersect Burlington roadbed between milepost 449 and 467 but not all of them are protected by signals or gates. There is a set of crossing gates, two sets of wigwag installations while the balance is equipped with flasher lights for protection.

Burlington purchases its power in northeastern Colorado, bringing it in at a power level of 220 volts, AC, with the nearest source located at Ft. Morgan. Emergency standby generators are also kept at various points for reserve power. Because of the frequent thunder storms, common to Colorado, this back up power is an important factor in smooth train operations.

The Denver Zephyr, an early morning train, speeds by as Fortkamp watches from trackside.

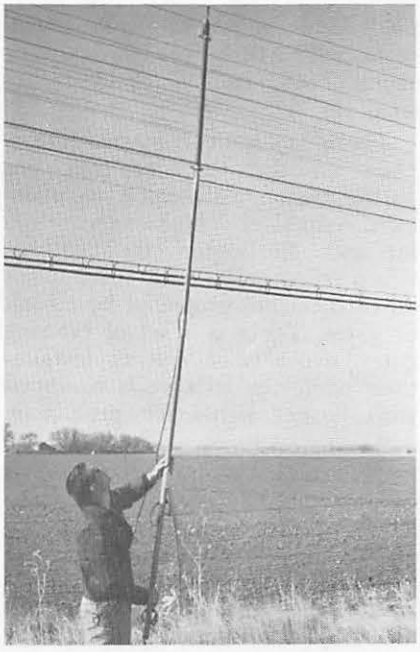
Traffic-wise, this route is most important, and competition, both rail and non-rail, provides the incentive for high speed operations, both in passenger and freight operations. In recent years piggyback traffic has come to the fore in rail operations and the Burlington gets its share in the Denver-Chicago marketing area. Besides 6 passenger trains scheduled over Fortkamp's district, the "Q" also makes allowances for at least four freights to observe 60 mph speeds over this district. These trains generally handle piggyback and freight forwarder traffic, hence their need for fast schedules. There's also the usual complement of so-called "drag" movements, locals and a one-a-day train that leaves Denver for Sterling via the junction at Brush. It's a busy main line territory that Fortkamp services.

Once in a while though, man's requirements must yield to the forces of nature and all human efforts can't prevent a delay in rail service. Gerald Fortkamp was once involved with such circumstances in 1965 when disastrous flooding hit a good part of Colorado's rail map east of the Rockies. An emergency phone call from system headquarters got Fortkamp and other local maintainers out of bed with the announcement that flood waters were expected soon.

At Brush, a small stream east of town was expected to go over its banks, possibly inundating some CTC equipment there. Fortkamp was put to work removing as much of this installation as possible, but fortunately the high water was less than expected and not much damage was done to the railroad right of way, other than a few battery casings which needed cleaning.

Having belonged to the Brotherhood of Railroad Signalmen from his earliest seniority date, Gerald Fortkamp now belongs to Local 119. Meetings are held in Lincoln, Neb. and although it's some distance from the youthful maintainer's home base, he attends meetings from time to time.

Married and the father of two small children aged three and four, the Burlington maintainer manages to put in a full days activities between his job and home life. Brush is a small community, and not familiar to a geographer, but to Gerald Fortkamp, it's home, and to him, that's a most important fact.



Here Brother Fortkamp hooks on to telephone line so he can communicate with maintainer at McCook. They work together checking control circuits between field and machine sites.

Special Regulations Protect Railroaders Against Loss Of Sickness Benefits

THE RAILROAD RETIREMENT Board points out that railroaders are protected against any losses in sickness benefits if they are unable to file promptly for benefits. Although the Railroad Unemployment Insurance Act requires a doctor's statement of sickness to be filed not later than 10 days after the first day for which sickness benefits are claimed, the Board recognizes that there are certain situations in which it is impossible for the employe to meet this requirement. Consequently, special regulations have been adopted to help such employes avoid a loss of benefits.

If an employe is unable to apply while he is in a hospital, he can be paid for that period if he files within 10 days after leaving the hospital. Similarly, an employe need not be concerned about losing benefits if his doctor is too busy to complete the sickness statement on time. The general rule is that an individual will not be penalized for late filing if the delay was due to circumstances beyond his control.

The Board continues to emphasize that employes should get their applications for sickness benefits into an office of the Board as soon as possible. In the last year, there were some 25,000 employes who lost some benefits by undue delay in filing.

Canadian Wage Move

(continued from page 6)

tinually admitted are required of Signalmen.

The study will be solely for the purpose of reviewing job rates and classifications in order to eliminate any inequities that are found to exist. The method to be used for the study will be agreed upon by the parties and will be known as the "Significant Differences Method."

In the event the parties are unable to agree upon any reclassification of a job or change of a job rate, the matter will be submitted to a referee for a final determination. All matters under this section of the proposal must be completed by June 30, 1968.

Signalmen Draw $734,000 in Railroad Retirement And Sickness Benefits During 1965-66

Employes who work in occupations represented by the Brotherhood of Railroad Signalmen received $255,000 in unemployment benefits under the Railroad Unemployment Insurance Act during the benefit year which ran from July 1, 1965, through June 30, 1966, according to the Railroad Retirement Board. Some 600 of them were paid benefits averaging $404.

Also, during 1965-66, 1,000 employes in these occupations were paid sickness benefits under the same law. They received $474, on the average, and their benefits totaled $479,000.

The Board pointed out that 153,000 unemployment beneficiaries and 101,000 sickness beneficiaries from the ranks of the Nation's railroad workers drew $48 million for unemployment and $40 million for sickness in 1965-66.

YOUR WASHINGTON Reporter

By Harry D. Garduk

A NEW, MORE CONSERVATIVE Congress was swinging into session under the watchful eye of organized labor as this magazine is reaching its readers. Gone was the huge House Democratic majority (294-140) of the 89th Congress with its large core of liberals. The new lineup in the House was 248-187. Most of the 47 seats won by Republicans were taken from Democratic liberals.

While expressing concern over the changed composition of Congress the AFL-CIO Executive Council emphasized that there will be no letup in the battle to reach legislative goals important to all Americans.

The Council hailed the achievements of the 89th Congress and said they must be "both protected and broadened." It declared that "the 90th Congress should complete the unfinished business of progress which the historic 89th Congress has left undone."

While the election altered the makeup of Congress, the Council noted, it hasn't changed the problems that face America—"such problems as poverty in the midst of affluence; as the persistence of racial discrimination; as the still unmet needs of the educational system; as the inequities in federal labor laws; as the vast and complex challenges posed by urban America, and many more."

The American people are committed to the solution of these problems, the Council asserted, and it's up to the 90th Congress to act vigorously to solve them.

The AFL-CIO said that labor is neither pessimistic nor optimistic about the new Congress. On specific legislation, it said, labor would:

- Fight to get funds appropriated to carry out programs adopted by the 89th Congress.
- Continue to seek an overhaul of unemployment compensation by adoption of federal standards.
- Strongly oppose—as it always has—compulsory arbitration proposals.
- Continue to fight for repeal of Section 14(b) of the Taft-Hartley Act which encourages states to ban the union shop. The AFL-CIO acknowledged, however, that the repeal outlook was dim.

Senate Remains Liberal

Most of the Republican gain in House seats, the AFL-CIO noted, came from recapture of seats in normally GOP districts which Republicans lost to Democrats in the 1964 landslide victory of President Johnson over Barry Goldwater. It made it clear, however, that the Senate remains liberal.

That the 47-seat increase for Republicans in the House will make a difference was made sharply clear by no less a person than President Johnson. He said this session will be a "new ball game." However, the President was hopeful for much of his Great Society program.

"I have a feeling," he said, "that the majority the Democrats have in the House and Senate, together with the election of a good many moderate Republicans, would indicate that the programs we recommend will receive fair and sympathetic consideration. . . . I don't anticipate any great trouble."

Money Reform Battle Looms

A new money reform battle is almost certain to shape up in the 90th Congress with Rep. Wright Patman (D., Tex.,) leading the fight to win lower interest rates and to get the Federal Reserve Board out of "the control of the bankers."

Patman, Chairman of the House Banking Committee, has taken on giants before—and won. In 1931, he filed impeachment proceedings against Treasury Secretary Andrew Mellon. Mellon resigned shortly thereafter—and was named Ambassador to Great Britain.

The Federal Reserve Board controls interest rates and it does so in close, secret collaboration with bankers, Patman points out. Moreover, though the FRB is a government agency, it operates largely independently of the President and Congress.

Patman, who has been waging the battle for years, says he'll again press to give the President and Congress more control over the FRB. He also raised the possibility of impeaching the FRB "for its dereliction of duty and for its gross manipulation of the economy in favor of the banks."

Tax Money Available For Presidential Campaigns

During its life this Congress will get to see in operation a new law using some income tax money to finance presidential campaigns. Authored by Sen. Russell Long (D., La.), the law permits a taxpayer to divert one dollar a year of his taxes to help pay presidential campaign expenses. The money is to be split evenly between the Democratic and Republican parties, up to $30 million each, depending on the yield.

Theoretically, a minor party will also be able to benefit. If in the future such a party should amass at least five million votes, then in the subsequent presidential election it would be eligible to share in the fund.

Sen. Long declared that the plan as a whole should help stop reliance on "fat cat" contributions in presidential elections. He added that he would advocate additional election reforms, including the outlawing of private contributions to presidential campaigns.

Department of Transportation To Make Changes in Rail Industry

The nominee for Secretary of the new Department of Transportation feels that railroads "have been put in a back seat too long."

Alan Boyd, President Johnson's choice who is awaiting Senate confirmation, outlined some of his ideas for the department:

- The first year would be an organizational one, but after that it

At the beginning of 1964, the railroads of the United States owned and operated 1,067 steamships, steamboats, tugboats, ferryboats, car floats, lighters, scows, hoisting derricks, and other marine equipment.

may stir things up in the transportation field.

- It will seek to be a force in the coordination of a transport policy and will seek to promote the private enterprise transportation system rather than take over its activities and responsibilities.
- It will not usurp any powers of negotiation or mediation from federal labor and mediation agencies, but will seek to "forecast" the impact of labor negotiations and labor activity on the transportation industry and the national economy.
- It will play a role in transport merger cases.

Frauds and Swindles To Be Target of New Congress

Among many battles in this Congress will be one for federal regulations to curb fraud and swindles in the insurance field. It will be led by Sen. Thomas J. Dodd (D., Conn.), who heads a subcommittee that has been investigating these rackets.

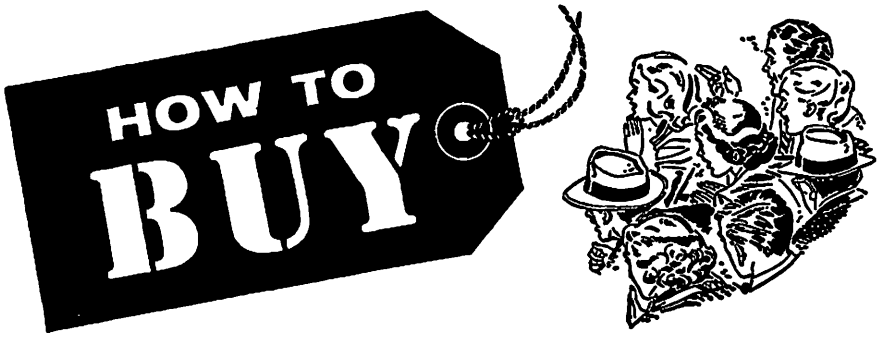
Since 1960, Dodd pointed out, 65 auto insurance company failures have cost 300,000 people well over $100 million. What's worse, he said, is that nearly half of these failures were because of dishonesty of management.

Dodd has introduced a bill to prevent "flagrant abuse and outright fraud" in the industry by setting up a federal corporation to protect the insurance buyer in much the same way the government guarantees bank deposits. This would be done through creation of a Federal Motor Vehicle Insurance Guaranty Corp.

This corporation, in coordination with state authorities, would check the management and financial condition of insured companies so as to weed out shady firms and provide protection against loose or crooked practices.

Where companies fail, payment of claims to policy holders and to plaintiffs in auto damage suits would be guaranteed by the government. The bill's aim, Dodd noted, is to reinforce, not supplant, state regulation.

The fastest speed ever recorded on an American railroad was made by the *Pennsylvania Special*, now the *Broadway Limited*, of the Pennsylvania Railroad, on June 12, 1905, when it ran three miles near Ada, Ohio, in 84 seconds, or at the rate of 127.06 miles an hour.



By SIDNEY MARGOLIUS, for The Signalman's Journal

THE NEW LAW REGULATING packaging finally passed by Congress after five years of heated controversy, can help you a little in your future shopping, especially if you already are a pretty sharp shopper.

You will be able to see more readily how many ounces a package contains. This information will be shown more prominently and on the face of the package, not on the bottom or side as it now often is.

Moreover, the law provides for double labeling of the contents. A bottle or package that now says, for example, one pint 12 ounces, also will have to say that this is 28 ounces.

There also will be some regulation of such claims as "four servings." The packer will have to tell what his idea of a "serving" is. This provision may be a little useful to careful shoppers who read and compare labels.

Ultimately this rule even may influence manufacturers to temper some of the exaggerated claims about how many servings they give you. The more useful original proposal passed by the Senate but deleted by the House, would have authorized the Government to establish uniform sizes for servings, such as three ounces for a serving of meat.

But business won the main victory. The House Commerce Committee, noticeably alarmed and confused by a massive campaign by manufacturers and advertisers, deleted the key provision which the Senate had passed. This would have given Government agencies discretionary authority to set uniform standards so that packaged products would be sold in more easily comparable units.

This provision would have eased the present problem of trying to figure out, for example, which is the best buy among 71 different sizes and brands of potato chips, or among five different can sizes of tuna, most of them including fractional ounces.

But this was the proposal on which the processing and packaging industries centered their attack. Industry representatives even took the Congressmen on a tour of packaging plants. The managers for McCormick & Co., Procter & Gamble and other packers told the Congressmen that it would cost large sums to adapt their machinery for new standardized sizes.

W. B. Murphy, President of the Campbell Soup Co., a busily vocal opponent of packaging reform and unfortunately also Chairman of the President's Business Advisory Council, even claimed that the standards proposal would require different size cans for all of his soups because of their varying density (quite an exaggeration).

The Congressmen chose to ignore the point that Esther Peterson, the President's Consumer Assistant, previously had made—that the problem of adapting machinery had not discouraged the manufacturers from changing package sizes when they wanted to reduce the amount of the contents.

This standards proposal, which also would have benefited retailers, farmers and the more scrupulous manufacturers, drew some awesomely exaggerated attacks. Woodrow Wirsig, former editor of *Printer's Ink*, an advertising trade magazine, although he admitted some selling practices need improving, predicted that "the procession of 'truth in packaging' bills would continue until all packages looked the same and said the same thing, the ultimate being only one package for anything. Buying would require no thought or effort—or eagerness . . . even

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Primer On Arthritis

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

ARTHRITIS IS THE FOREmost crippling disease in the U. S., according to Surgeon General William H. Stewart of the Public Health Service. As a cause of activity-limitation it ranks second to heart disease. According to a national interview survey, the arthritic population of the U. S. numbers approximately 13 million. That does not mean that this number are severely or moderately crippled. It means they have the beginning of future trouble.

Today there is no sure cure or prevention, but in 7 out of 10 cases, steps can be taken to avoid future severe crippling and disability.

- Ten of the 13 million have early signs of arthritis in some degree and form. Their limitation of activity is not pronounced.
- Three million of the 13 are those whose usual activities are limited, to some degree, because of the affliction.
- 700,000 are severely disabled and unable to work, keep house, go to school or engage in most recreational activities.

Rheumatic Primer

The rheumatic diseases include all the conditions that affect the muscles and bones at the joints, including the various forms of arthritis, of which there are many. Some are quite rare.

Rheumatism itself is a general term, indicating aches and pains in the muscles, tendons, joints and bones.

Arthritis means inflammation of a joint, including traumatic (from injuries), and infections.

Rheumatoid arthritis is the most common cause of crippling and deformity of the rheumatic diseases.

Inflammatory changes begin in the membrane lining the joint, with swelling of the surrounding tissues. This leads to pain limitation of motion and deformity. Most damage is in and about the joint but occasionally some other parts of the body are affected. The patient is often weak and run-down, and loses weight.

Rheumatoid arthritis is a disease of ups and downs, with periods of spontaneous improvement. If improvement occurs while taking some "miracle remedy," one is led to believe that the treatment made him better. This provides a fertile ground for quackery.

The cause is unknown. It may be due to a virus or bacteria, which stays long enough to trigger the inflammation, then disappears.

Treatment of arthritis is chiefly of the symptoms, designed to prevent deformity, maintain function and relieve pain. It consists largely of physical measures—plenty of rest and mild exercise, some form of heat, drugs (usually aspirin to reduce inflammation and relieve pain), and sometimes surgery to help deformity, which may be avoided if treatment is begun early.

Diagnosis is based on symptoms and examination, x-rays and lab tests. Progress depends upon careful medical supervision. Seeing one's doctor early and often, and following his advice is the best hope. Other major forms of arthritis are:

- Osteo arthritis is sometimes called the wear and tear form, and is seen in many older people. It causes discomfort but is seldom crippling.
- Spondylitis is arthritis of the spine, mostly in young men.
- Gout or gouty arthritis is a form in which the body cannot handle properly uric acid which is produced. This causes crystal deposits about joints, causing pain and disability. For this there is an effective drug remedy.

How to Buy

(continued from page 12)

the consumer's thinking would be done for her."

So businessmen had the last word. "I think they have met practically all our objections," a National Biscuit Company vice-president told *The New York Times*. "It (the new law) preserved the consumers' right of a free choice," said a Corn Products Company vice-president.

Thus, you still will be able to choose freely which is the best value among different cans of tuna fish containing, respectively, 6, 6½, 7 and 7¾ ounces.

Both Esther Peterson and Senator Philip Hart (D., Mich.) who proposed the original truth-in-packaging bill, feel the new law even if limited is an advance. Mrs. Peterson has indicated that her office will observe what happens. Industry spokesmen have said they can standardize voluntarily. If they don't provide any voluntary reforms, the Administration officials and Senators concerned about this problem expect to try again to get more-useful legislation.

Meanwhile you have the job of trying to do your own thinking, as Mr. Wirsig wants you to. Hopefully, you were good at fractions in school. Here's our advice to help you pick the best buy:

—Don't pay much attention to the claimed "number of servings." As has been pointed out many times, there are no standards. Any manufacturer can list on his package any number of servings he likes. Often the claimed "average serving" is much smaller than many average people think a serving should be.

—The main facts to look for are the net weight or liquid content, and the order of importance of the ingredients, as listed on the label. You still have to work out the fractions. But you do have to, if you want to make sure you get the best value.

—When it comes to detergents, comparing weights won't help you much. The packages tell you the weight of the contents, and how many cupfuls to use for a wash. But each brand varies in density; thus, in the weight of a cupful. The actual weight of a cupful of various detergents we have checked ranges from 2½ ounces to as much as 8. This information is not given on the package, so you never know actually how many "washes" in the box. What seems to be a relatively big box of detergent for the money can prove to be costly per wash. You can keep a record of about how many washes you get from a particular brand, and this nuisance-type checking is about the only way you can compare true costs of different detergents.

The House That Never Dies

ALTHOUGH CONGRESSIONAL elections are held every two years, only one-third of the Senate stands for election at two-year intervals. Senators are elected to six-year terms, which overlap. As a result, in any election year only one-third of the Senate is affected, the remaining two-thirds being members whose terms have not expired. In this sense, the same Senate has continued to function since 1789. So it is said—the Senate never dies. This article will deal with some of the characteristics of the United States Senate.

Qualifications To Be a Senator

To be elected to the United States Senate, a candidate must be at least thirty years old before he is sworn in, must have been a citizen of the United States for nine years, and must be a resident of the state from which he is sent to Congress. An indication of the nature of the Senate as a group is the little known fact that despite the age rule noted, four Senators were sworn in before they were thirty: Henry Clay, Kentucky, 1806; Armistead Mason, Virginia, 1816; John Eaton, Tennessee, 1818; and Rush Holt, West Virginia, 1935. The point of age was not raised in the Senate and they were sworn in without objection.

Presiding Officer

The presiding officer of the Senate is the Vice President of the United States or the President Pro-Tempore (an officer of the Senate, elected by the Senators) in the event there is no Vice President.

Power and Prestige

It was obviously assumed by the makers of the Constitution that the House would be more powerful than the Senate. Why? Because they provided that the sole right to initiate revenue bills belongs to the House. Furthermore, by custom, the House has the sole right to initiate appropriations. Despite this apparent control of the all important purse strings there cannot be any serious doubt of the dominant position of the Senate.

In practice, these special rights of the House have turned out to be considerably less significant than originally thought. The Senate can amend revenue bills and appropriations in any way it chooses. Thus, in effect, the two Houses are almost equal in financial matters. Moreover, the special powers of the Senate, including its right to ratify treaties and pass on all important federal appointments are not shared with the House and provide special powers of "bargaining" with the President. When one couples these advantages with the Senate's longer term the validity of our claim regarding its preeminent position becomes more apparent.

At the beginning of 1965, there were 30,296 locomotive units in the U.S., of which 29,745 were diesel-electric, 402 were electric, 93 were steam, 31 were gas-turbine-electric, and 25 were other kinds.

The Senate's predominance is strange in our democracy. For the Senate is by Constitutional plan undemocratic. Although, today Senators are elected by popular vote rather than by State Legislatures as originally provided, each state regardless of its size has two Senators. Thus, the two Senators from California or New York represent roughly one hundred times as many people as the two Senators from Nevada or Wyoming. It is quite possible for combinations of Senators representing only a fifth or sixth of the vote to tie up legislation desired by the rest of the American people. Interestingly, this "two Senators per State" rule is the only part of the United States Constitution which would require the unanimous consent of all 50 States before it could be changed. The power and prestige of the Senate, as a result, has a strong foundation. But the power and prestige of the Senate has built up considerably from this strong foundation. Possibly the most important reason is that a Senator's term is six years compared to the Representative's two. Normally, then, a Senator serves at least during one and one-half presidential terms, a Representative for half of one. Since they are elected in three staggered groups, two-thirds of the Senators have no reason to be immediately concerned with reelection.

The country's two fastest scheduled passenger train runs are made by the diesel-powered northbound Morning Zephyr (No. 21) and the Empire Builder (No. 31) of the Chicago, Burlington & Quincy Railroad, which cover 45.25 miles from Aurora to Rochelle, Illinois, at an average speed of 82.3 miles an hour, start to stop.

Another main source of power and prestige is the size of the Senate. It is a smaller body with plenty of opportunity to project a strong personality. Everett McKinley Dirksen and Wayne Lyman Morse are the examples which quickly come to mind.

In the House, a high proportion of new members beginning to learn their business are doomed to be dismissed or at least face the hazard of dismissal when the lesson is at best half-learned. The House must organize and control 435 members and therefore needs rigid rules. It can do little work as a body because of its great size.

In both the House and Senate, the seniority rule applies but it does not ordinarily have the same effect. The Senate's smaller size causes it to have difficulty in staffing its committees and so a new Senator can obtain a key committee post and prove his worth (and increase his chances of re-election) in his first term. In addition, the absence of rigid rules in the Senate permits a Senator to have the floor of the Senate open to him, practically anytime, to speak his mind. This becomes apparent when observing a Senate debate. In the midst of a debate on say, Viet Nam, a Senator may take to the floor and start talking about the need for a new dam in his state. The Senate does not enforce its rule that discussions must be relevant to the issue being considered.

A Word of Caution

The danger in establishing the importance of the Senate lies in the fact, that to do so one must compare it with the House. Unfortunately this technique may leave one with the impression that the House is an unimportant legislative group. This, of course, is far from the truth. While the Senate is relatively more important, it can do very little without the House. Many a bill has passed the Senate and died in the House. In the following article, we will examine the House of Representatives, the other half of Congress, and see how and why this often happens.

The House

THE LARGER OF THE TWO legislative bodies on Capitol Hill is the House of Representatives. As provided in the Constitution, each state is entitled to at least one representative, with additional members apportioned among the states acing to population. Under the law now in force, the total membership is fixed at 435 indefinitely. Therefore, each state has a percentage of 435 representatives depending on its population. New York, for example has 41 Congressmen while Alaska has one.

Qualifications

A member of the House must be at least twenty-five years old, a United States citizen for seven years, and must reside in the state from which he is sent to Congress (not necessarily his own congressional district).

Presiding Officer

The Presiding Officer in the House of Representatives is the Speaker of the House. He is nominated at a caucus of the majority party and chosen by the members of the House. The Speaker presides over the House, appoints the chairmen to preside over the Committees of the Whole, appoints all special or select committees, appoints conference committees, has the power of recognition of members and makes many other important rulings and decisions. He may vote but usually does not unless there is a tie.

Committees Very Important

Because of its great size, the House much more than the Senate operates mainly by committee. There is great competition for positions on key committees in the House. This is so, because, there are many more applicants for the important committees than there are jobs to go around.

Seniority on a committee is all important. There are 20 standing committees in the House. These are the committees with jurisdiction over specific subject matter. The chairmen of each committee is traditionally the member of the majority party with the most committee seniority. Committee chairmen can often make or break bills as they proceed through the legislative process, as we have explained in more detail in previous articles. Committees such as the Committee on Interstate and Foreign Commerce are of particular interest to railway labor. The chairman of this committee, Harley O. Staggers (D), an able legislator from West Virginia, therefore, is one of the most important men in Washington, especially from a railroader's viewpoint. Since he is familiar with and concerned about the problems facing railway workers, it was a matter of particular importance, when he was returned to Washington by his district this past November.

Always Running

Because of the short two-year term of a Representative, it often seems that he is always running for reelection. He does not have the luxury of relaxing after a hard fought victory as his colleagues in the Senate do. He cannot afford to lose touch with the people in his district, for even a short period of time. The House as a result is a classic example of republican democracy in operation. The Representative must always represent for if he does not, the people will withdraw his authority. This is true of Presidents and Senators as well, but a Congressman is never allowed to forget where the real power rests. It rests in you. As a result the House is always attuned to what the people want right now. We the voters of this country decided this past November, who will occupy all 435 seats in the House. Let us hope we have chosen wisely. Our country needs dedicated legislators in this crucial period. It is our right and our duty to provide them. The legislators must keep in mind that our choice is revocable. We will again choose all 435 seats in November 1968.

ICC Upholds Brotherhood's Position In Fight For Safety On The Seaboard

DIVISION 3 OF THE INTERstate Commerce Commission has upheld our Brotherhood and B. of L.E. in a fight against the Seaboard to operate passenger trains in excess of 79 miles an hour without installing proper signal and other safety appliance systems.

The Commission's rules provide that railroads must provide automatic block or manual block signal systems for operation of passenger trains at speeds of 60 or more miles an hour and freight trains at 50 or more miles an hour. For speeds in excess of 79 miles an hour, additional protection must be afforded by automatic train-stop or train-control system or a continuously controlled cab-signal system.

The Seaboard sought exemption from the above provision on 150 miles of its track in Florida between West Palm Beach and Sebring, and Auburndale and Coleman, and proposed to increase maximum speed on the line to 89 miles an hour to improve its passenger schedule.

The Carrier contended that because of its present signal system, use of diesel locomotives and improvements made to roadbed, track and equipment over the years, a train-control, train-stop or cab-signal system was not necessary. ICC Examiner Robert Boyd went along with the Carrier's request.

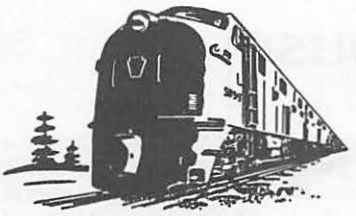
Our Brotherhood and the BLE filed exceptions to the examiner's report, and the Seaboard replied. After considering the argument of both sides, Division 3, composed of Commissioners Tuggle, Webb and Tierney, issued a strongly-worded rejection of Examiner Boyd's recommendation and denied the petition.

The Commissioners said there is no substantial difference between the facts presented by the Seaboard and those offered in similar petitions by other carriers. It noted that there is no basis for finding that train operations at 80 miles per hour would be materially different today than they were in 1951 when the last such petition was denied in the public interest. The Commissioners said: "Despite the examiner's finding that train operations at 80 miles per hour or more are significantly different today than in 1951, his conclusion is not supported by the record."

The Commissioners in this case found that the railroad "not only failed to show that the modification sought would promote the safety of operations, but also failed to show the modifications will not sacrifice such additional safety protection as is now afforded by the requirement that the qualifying systems be installed in addition to all other signaling systems for operations at 80 miles per hour or more."

The Commissioners concluded that "there is nothing to stop the petitioner from operating at speeds of 80 miles or more if it installs a qualifying system."

Railroad NEWS IN BRIEF



THE GRAND TRUNK WESTERN recently said that although production of automobiles declined during the first 9 months of 1966 by more than half a million units, its tri-level movement of automobiles was up 4.7 percent over the same 1965 period. The GTW estimated its 1966 gross revenue would total about $67,055,000, an increase of about 3.6 percent over 1965. The GTW also reported that passenger service revenues for the year increased by $190,700.

RAILROAD GROSS REVENUE FOR 1966 was approximately $10.7 billion, matching the all-time high reached in 1953, according to year-end estimates by the AAR. Despite this rise in gross revenue, employment decreased one and one half percent. The industry's return on net investment rose from three and one half to four percent, according to the estimate, and passenger travel declined for the 15th consecutive year.

WASHINGTON, D. C.'s Union Station may soon become a center to provide various services for visitors to the nation's capital. A spokesman for the Department of Interior said the chances are excellent that the information center's site will be Union Station which would, if selected, be donated to the government who would in turn build a new compact station near the present location.

CLAIR M. RODDEWIG, president of the Association of Western Railways, predicted in a recent statement that the railroad industry's continued improvement of its competitive position should broaden the carriers' penetration of the aggregate transportation market. He said that total freight to be hauled in 1967 should exceed that handled in 1966, due to increased military requirements.

THE PENNSYLVANIA RAILROAD plans to build 1,200 hopper cars and gondolas at its shops in Holidaysburg, Pa. Cost of the new cars is estimated at $16.5 million.

THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION has asked the R. F. & P. Railroad to initiate a test run of commuter-train service between Franconia, Va. and Washington, D. C. The Nation's Capital is plagued with unusually heavy traffic tie-ups due to a lack of mass rail transportation of any consequence.

Among the early diesel-powered trains on American rails was the Illinois Central "Green Diamond" shown above as it appeared about 30 years ago on the run between Chicago and St. Louis.

THE ASSOCIATION OF AMERICAN RAILROADS recently announced that piggybacking of truck trailers and containers on flatcars accounted for four percent of the total rail carloadings during 1966. During this period, the carriers handled about two and one half million truck trailer movements.

THE MISSOURI PACIFIC plans to spend an additional $20 million for physical improvements during 1967, raising its proposed 1967 capital improvement program to $50 million thus far.

EXPENDITURES FOR TRANSPORTATION of freight in the United States during 1965 totaled $62.6 billion. In addition, $78.1 billion was spent by the public for passenger transportation, making a total of $140.7 billion, a 9.3 percent increase over the previous year.

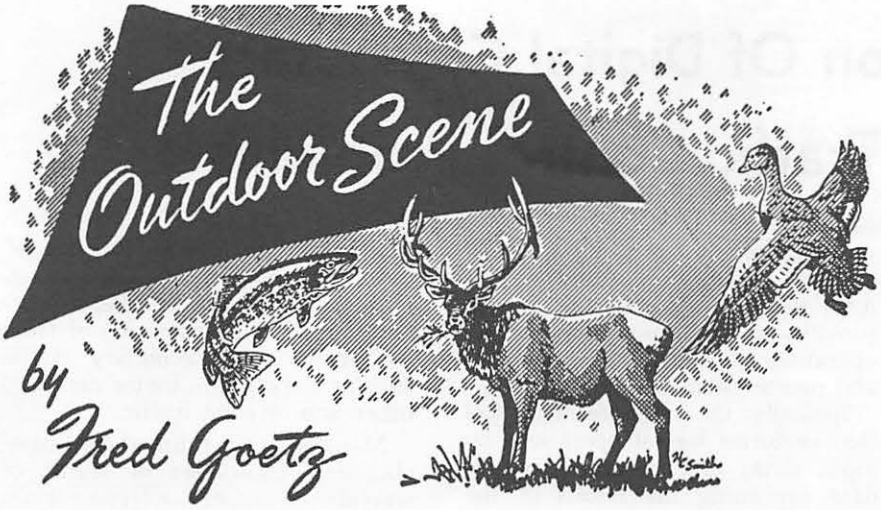
THE SANTA FE RAILROAD has launched the West's largest regular unit train to move coal from its New Mexico source to California steel mills 1,000 miles away. The train will operate on a four-day turn around basis.

THE AVERAGE RAILROAD charge for moving a ton of freight a mile is now 1.25 cents, compared with 6.5 cents for trucking and 21.7 cents for air cargo.

THE MISSOURI PACIFIC announced that piggyback traffic in the first 11 months of 1966 ran 16 percent ahead of the same 1965 period. This increase compares with a rise of about 12 percent in the same time for the railroad industry as a whole.

THE ROCK ISLAND, despite a reported third quarter loss, reports net income for the first 9 months of 1966 was 12 percent ahead of that for the same period of 1965. The Rock Island's net totaled about three million dollars compared with a loss of $4.6 million in the first 9 months of 1965.

THE ILLINOIS CENTRAL will order 26 new diesel locomotives in 1967, adding nearly 80,000 horsepower to its locomotive fleet, according to a recent IC announcement. The Carrier said this demonstrates its determination to provide the tools needed to do a modern transportation job.



WHEN THAT CRISP INVIGorating air generates the hunting urge to fever pitch, nimrods will be checking out their gear but I wonder how many will be checking out themselves.

Each year many fatalities among hunters result from heart attacks caused by over exertion. Yet, hunting and heart attacks need not go together if hunters follow a few simple precautions, including a preseason examination.

Even the man with a heart condition can enjoy hunting if he advises his doctor of his plans and follows his directions. Let the doctor decide if you're up to the rigors of a hunting trip. Here, accordingly, are a few suggestions for the "not so young at heart":

Wear lightweight but warm clothing on trip. This will lighten the load on your heart.

Be moderate in eating and drinking on the hunt and don't overtax yourself by hiking too high, too far and too fast.

Don't exert yourself trying to bring downed game to camp alone. Get help. Remember, this is probably the roughest job you'll encounter, one that ofttimes is the heart victim's undoing.

Never hunt alone. Tell someone in your party about your heart condition; what medicine you take and where you keep it.

Get a full night's rest before starting on your trip—and also each night you are in camp.

During the day, rest whenever possible, to avoid becoming overly tired.

If you're going to hunt the high country, arrive a day or so early so your body can adjust itself.

Condition your body, gradually, weeks before the hunt.

The "gang" was fishing the incoming tide for stripers. Among them was Joe Reed, 3315 Highland Avenue, Camden, New Jersey. In an isolated area down the beach, his son, Joe Jr., 13 years old, was fishing.

The so-called veteran anglers were using the accepted striper killers, doodlebugs and similar artificials. Not Joe Jr. He was sticking to his favorite bait of bloodworms and fishing 'em on the bottom.

Just before the tide changed, Joe Sr. tied into a small striper and after landing it called to his son to pull up stakes for home. Joe Jr. came up the beach carrying, not one striper, but 7, ranging from 6 to 8 pounds. He had to stand on ceremony for quite a spell as the other surf casters, including Dad, checked out his catch with admiration. Well, fishing's like that.

* * *

While on the subject of varied angling benefits, I recall a story told me a few years ago by a well-known personage, Frankie Carle, famous piano virtuoso and author of "Sunrise Serenade."

Frankie was accorded top billing among other acts at a sports show. A few years before this he had suffered a complete nervous breakdown and for many months couldn't move a muscle.

Hospitalized for months, his progress was painfully slow. When he was barely able to walk, his doctor prescribed a "stay" at a nearby lake resort and insisted that he go fishing at least once a day. Carle had never fished in his life; considered it a waste of time.

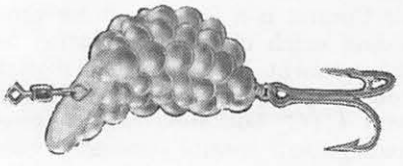
Reluctant at first, he started fishing, but as the days wore on he developed a fondness for the prescribed medicine of sunshine, relaxation and lots of fishing. He picked up strength in the warm summer days, gaining all the pleasantries described by Wooton and in a few weeks was completely recovered.

Since then he's been a confirmed fisherman.

* * *

Always near the top as a deer producing state is Utah. A recent yearly total amounted to 132,000 deer. Among that number was a buck, downed by Richard S. Staten of Salt Lake City, Utah, with a trophy rack that measured 28 inches across. Dick totes a 30.06 F. M. Mauser. Here he is with the prize buck.

Brotherhood members in good standing can earn a pair of the illustrated FIREFISH lures. All that's required is a clear snapshot of a fishing or hunting scene and a few words about the photo. Send it to: Fred Goetz, Dept. SJFF, 0216 S.W. Iowa, Portland, Oregon 97201. All members of the family and, of course, retired members are eligible. Please mention your Local number.



Application Of Digital Computers To Solve Traffic Control Problems

(The following article is condensed from a speech recently delivered by Mr. Charles F. Wert, Manager - Railway Sales, Union Switch & Signal Division, Westinghouse Air Brake Company, to the annual meeting of the Communication and Signal Section of the Association of American Railroads in Washington, D. C. This article is published to point out to our members one of the areas in signaling in which technological advances are having a profound effect. It is evident from this and other developments that signaling of today will be as obsolete within a few years as we now consider the mechanical interlockings of yesteryear).

FROM A TECHNOLOGICAL point of view the computer, for railroad traffic control application, is here to stay. It is already being used successfully in traffic control systems.

Its potential is almost unlimited. For the first time it makes it possible for us to more efficiently control the operation of a complete railroad system. Actually, its highly sophisticated control capability opens the door to many more automatic operating features than we can provide today.

For example, today we already have ATD, automatic train dispatching, but it is limited. We have established train priorities for automatic meets. But these are static, unchanging assignments. With the computer system, train priorities can be dynamic, that is, automatically changing to suit system-wide operating conditions, to provide the most efficient movement of trains over an entire system. This feature alone can substantially reduce the dispatcher's routine functions and enable him to concentrate on non-routine or unscheduled events.

The computer system is also capable of coordinating over-the-road and terminal operations. It can predict over-the-road time schedules to pinpoint train arrival at terminals to permit highly efficient terminal planning and operations.

The trend in railroad management today is the gathering of operating data and statistics. Centralized Traffic Control is a focal point for providing much of this information to management. In this area the digital computer is compatible, not only with CTC, but also with existing management control systems. It can quickly provide operating information and statistical data for management decision and controls. It also provides a continuous log of all operations, and can produce neat and precise permanent records.

Basically, the computer is a tool that performs logical operations on input data; and generates output data expressing the results of the logical operations.

The computer also stores and remembers information.

Relay and solid state circuits are also tools that perform the same basic functions in wired logic systems.

Both schemes employ "programs" that is, a set of rules and procedures that define in detail the logical operations to be performed on the input data.

In the case of relay and solid state circuits the "program" is inherent in the order in which these elements are wired together. A "program" change here usually required additional components and wiring changes.

In the case of the computer the "program" is stored in the form of instructions in the computer memory, and can be altered or added to without any changes in components or wiring.

Terms to Know

ON-LINE is a term used when a computer is connected into a system and is executing a program that performs control functions.

REAL TIME is when a computer is monitoring, controlling or recording events as they happen. In general the logical operation or calculation of the program must be performed within a "short" time of the occurrence of some event, where "short" is a subjective measurement of time.

A CONTROL COMPUTER is one whose organization and operating characteristics have been chosen so as to meet on-line, real time control system requirements. A control computer is generally an element of a closed-loop, feed-back control system.

Traffic control has as its primary functions the controlling, monitoring and recording of all train movements.

The controls consist broadly of train routing, train dispatching, schedule regulation by class, direction, etc., and coordination of train movements with secondary traffic such as work trains, motor cars, and other non-revenue traffic.

Monitoring the railroad consists of obtaining knowledge of status of wayside equipment effecting train operation, the location of trains, train identification, and routes available.

Record keeping and reports comprise logging of train performance, equipment usage, such as motive power mileage, unscheduled events such as equipment malfunctions effecting train operation and of course the train movement register or dispatcher train sheet.

These functions—controlling, monitoring and recording of train movements—are being performed today manually and to a limited extent automatically. Most CTC in service today is actually manual remote control systems with some automatic train dispatching and train recording.

Recognizing the trend to increased automation, we embarked on a program about three years ago to apply the process control computer to railroad control systems.

Just recently controls for all train movements on the Union Railroad in Pittsburgh have been consolidated into one UR route control machine at Duquesne, Pa. Over 400 train movements daily provide materials for local steel plants. The push-button route control machine routes trains over trackage comprising 123 signals, 19 single switches, 30 crossovers and 28 electric locks.

The system provides manual remote control over all interlockings where the office control logic is programmed on a digital computer. In this instance the computer was designed and built for WABCO to our specifications. The machine is a medium speed internally programmed process control computer having a 2000-word fast access high speed core and a 20,000 word random access drum storage. The system includes the necessary interface for access to and from the control console and the high speed

type 549 code system. Of interest is the fact that this installation, including the control machine elements, is completely solid state—there are no relays in the control office.

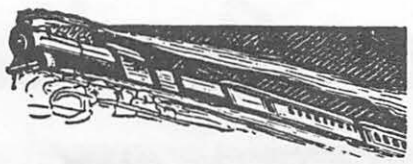
At the operator's request the computer outputs controls for train routing and dispatching thru the code system and conventional wayside signaling equipment. The computer monitors the status of the railroad by continuously scanning wayside equipment. It also provides the operator with a display of available routes when requested for the next train movement. Fleeting, call-on, unit switch control and extensive thru-routing features are also provided.

This is a typical UR control system. The operator can virtually thru-route trains over the entire control railroad. This complex thru-routing feature was readily solved by using a digital computer. As an example of the system flexibility, the thru-routing feature can be changed commensurate with traffic flow without disturbing the wiring of either the control machine or office logic. Alteration in the wayside track and signaling system require physical changes in the control panel only—the computer can be re-programmed for office logic changes as required.

This is the first installation of a digital computer to the office logic portion of a rail interlocking control system.

Demonstration Project

The San Francisco Bay area rapid transit district contracted with WABCO to demonstrate our proposed control system on a four mile test track. We provided a system of automatic train operation and automatic traffic control. The automatic traffic control system included a central office computer system. The central processor was a DDP24 having a 12,000 word core memory. The system also included a magnetic tape unit, line printer, perforated tape and typewriter Input/Output. WABCO designed and built an operator's console, the display units and the high speed Union Type 549 digital data link connecting the central office to the wayside. WABCO also designed and built necessary interfaces between the computer and this equipment. Although this was a relatively small railroad installation, the control system principles and the design knowledge can be expanded to more complex railroad properties.



At BARTD we provided automatic routing, dispatching and schedule maintenance. The computer monitored equipment status, train locations and train performance. The computer also correlated train location with train identification. The system automatically logged system performance, unscheduled events and in addition provided a complete movement register. The movement register compared actual with scheduled train performance and outputted in printed record form.

The computer controls display of the complete operating status of the system for supervisory purposes. Manual override of all automatic control functions was available when conditions required human intervention. For example, the operator could select a particular interlocking thereby activating routing controls and displaying status of that interlocking. In this manner the dispatcher could direct his attention to the local routing problem while the system continued to operate automatically.

The automatic train control system demonstrated at San Francisco was a completely automatic railroad.

When we speak of blending control systems with data processing systems, we have reached a higher degree of sophistication in the application of on-line process control digital computers to Classification Yards. For such application, we utilize programmed control to automatically classify cars with precision never before attained. In addition to the functions performed at present automatic yards, we measure exact car lengths, calculate to prevent cornering at switches, detect car misroutes and report the cause and keep a perpetual inventory of all cars in the classification yard area, including car weight and length for train makeup and motive power match.

Centralized versus de-centralized control suggests a proper balance between local control and supervision of routine functions in contrast to centralization of an entire railroad control system. We believe practical application engineering and design consideration will probably necessitate evolution in system design to attain this proper balance.

Compatibility with existing systems is a must. Traffic control systems are becoming more centralized through application of TCC—the continued use of existing hardware and equipment where possible appears to be an economic necessity.

Reliability comes second only to safety in designing traffic control systems. Here we require a realistic appraisal of operating conditions if the central control office is removed from line to determine the facilities necessary for un-interrupted railroad operation.

Maintainability requires documentation and training for the servicing of the system. A knowledge of the computer, interfaces and other hardware sufficient to run diagnostic routines and make appropriate fixes is a *minimum* requirement.

Direct savings, accrued from installation of today's traffic control systems are well known. However, the intangible and as yet undefined benefits provided by improved management tools, such as the use of control computers, must be evaluated and documented.

We believe that the process control computer, when intelligently applied to railway traffic control systems, by people who understand railway traffic control problems, might prove to be a breakthrough to more efficient, economical railroad operation.

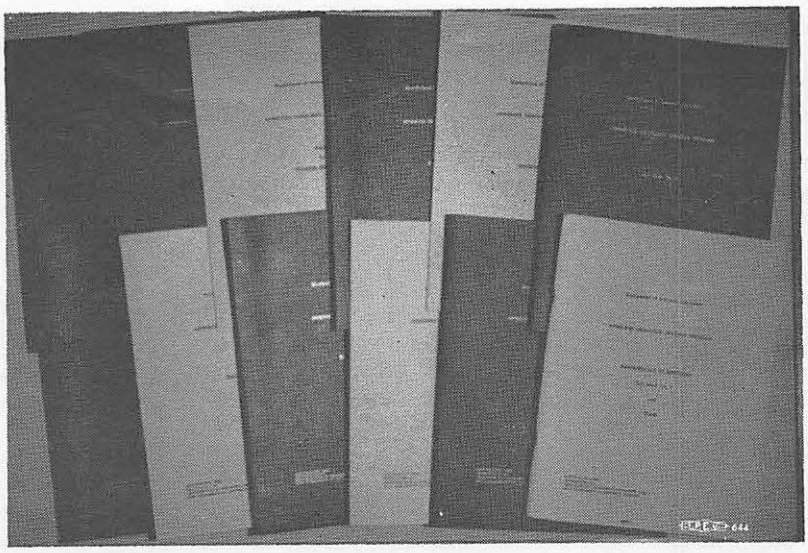
WRRS Develops New Battery Box

A redesigned Battery Box is now available from Western Railroad Supply Company, Division of Western Industries, Inc., Chicago, Illinois 60632.

Formed of reinforced fibreglass, new design features of the box include two pre-formed ridges at the base, which elevate the battery to avoid contact with any moisture accumulation, eliminating any need for wooden platform, W.R.R.S. explained. Also, the cover is held in place by two brass cover-retaining-studs, which allows the cover to be completely removed when required. Hasp is of stainless steel.

The manufacturer claims that the battery box is impervious to chemical attack, not vulnerable to ballast, resistant to breakage, and designed to permit adequate ventilation while shedding spray, sleet, snow and rain.

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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C. J. Chamberlain, Secretary-Treasurer, BofRS

SHANTY BANTER

"FORE" PAR OR NOTHING

At a recent golf tournament, the club secretary caught one duffer driving off in front of the teeing mark.

"Here!" he shouted, "you can't do that. You're disqualified!"

"What for?" demanded the golfer.

"You're driving off in front of the mark."

The player replied disgustedly, "Don't worry. I'm playing my fifth stroke."

HEAD: INSTANT BRAINS

Your brain is most impressive and extremely complex. It contains many times more nerve lines than all the telephone lines of the world put together. The electrical signals from two million living thermometer cells, a half-million pressure-sensing cells, and three or four million pain-sensing cells plus the signals from the eyes, ears, and nose as well as the areas sensitive to taste and touch, are all routed to the brain. An amazing example of miniaturization, the brain sorts, stores and acts upon these myriad impulses.

Who knows. . . . Your head may replace a computer.

QUESTION OF THE MONTH

Since I haven't kept the resolutions I made in 1966, why should I make new ones this year?

THE AMERICAN WAY

From Hell, Michigan, a town of 45 people, comes word that Justice of the Peace Mel Reinhard married 72 couples, and that, following the ceremonies, each couple was given a gift of three litterbags inscribed with the slogan: *Don't throw your trash all over Hell.*

"We want to prepare them for their life ahead," explained Mr. Reinhard, who also is president of the Hell Chamber of Commerce. "They always accept the litterbags eagerly and leave Hell with a smile."

TYPICAL TARDY TALE

"Why are you so late?"

"I had trouble with the bus."

"What kind of trouble?"

"I was late getting aboard it."

After all, public opinion is just what people think other people are thinking.

PITY POOR POP

It used to be papa dealt out a stern code of discipline to junior. Then the electric razor took away his razor strap. Furnaces took away the woodshed. Tax worries took away his hair and the hairbrush. That's why kids are running wild today. Dad ran out of weapons.

Oh yes, your money goes further these days. A lot of it, in fact, winds up in outer space.

BASEBALL IN JANUARY?

Young man: "C'mon, let's play a little ball."

Young Lady: "Okay. But you will have to get the diamond."

SOME $TILL $TRIVING

"Paper, Mister?" cried the newsboy to the impressive looking man in the expensive car.

"Nah! Don't bother me, kid," he shot back.

"Well, keep calm," replied the newsboy. "I'm just as important as you are. Only difference is you've already made your million and I'm still working on it."

VACATION — ITI$

Vacation is a place where you go to get a tan until you're given the bill and you turn white again.

At the beginning of 1965, there were 576 railroad operating companies in the U.S. Of these, 76 were Class I line-haul railroads and 500 were Class II railroads and switching and terminal companies.

WILLING TO LEARN

Hardware clerk: "And did you get rid of those moths with the moth balls you bought last week?"

Mrs. New Homemaker: "No, I tried and tried, but I couldn't hit a single moth with those balls."

ON THE BEACH

"Today's bathing suit," said the eminent doctor and skin specialist, "reveals more interesting facts and features of the epidermis than does the X-ray."

HOW TO BE A BIG WHEEL

Girls — ever old fashioned — still like spinning wheels, particularly if there are four of them rolling together beneath a shiny new automobile with a handsome lad at the wheel.

HIGHEST RANK OF ALL

Sergeant: "North is in front of you; east is to your right; west, to your left. What's behind you?"

Recruit: "Civilian life."

Conversation depends as much on listening as it does on speaking.

PRAYERS — UNANSWERED

The little boy was saying his prayers and his father overheard him make this rather strange request: "And please, Lord, make New York the capitol of The United States."

"Why did you ask for that?" demanded his father.

"That's what I put down on my test in geography."

It is much better to sit tight than to attempt to drive in that condition.

WHO'S GEORGE?

If George won't do it, or if George can't do it, read the remarkable book that explains what to do until George does it. Briefly, let George do it, or let him learn how.

S-T-I-N-G-Y

He: "Are you attached?"

She: "No—just put together in a rather sloppy fashion."

MALE — STILL SUPREME

"Did you invite Susan to your birthday party, Tommy?"

"Sure, Mom. I even dared her to come."

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Baltimore & Ohio General Committee Meets

The triennal meeting of the Baltimore & Ohio General Committee was held on October 28-29, 1966, at Cumberland, Maryland, for the purpose of electing and installing officers.

The officers elected were: General Chairman, H. C. Guscott; Vice Chairman Eastern Lines, G. A. DeLozier; Vice Chairman Western Lines, C. B. Bruno; O. G. Mayle, Monongah Division; J. A. Cobel, Newark Division; and G. F. Hammond, Dayton Union Terminal were elected trustees.

The new officers were installed by Grand Lodge Representative W. B. O'Connell.

Also present at the meeting were Vice President C. K. Fields and former General Secretary D. L. Marker.

On Saturday evening a dinner was held at the Fort Cumberland Hotel for the members of the Committee and their wives. A good time was enjoyed by all.

C. B. BRUNO

Great Northern General Committee Meets

A MEETING OF THE FULL Committee was held in Minot, N. D. on December 2, 1966.

First order of business was the election of officers. Robert Richardson was elected General Chairman. He had been serving as General Chairman since the retirement of Lyle Gee. Adrian Buckland was re-elected Vice General Chairman. Buckland also serves as local chairman, Central District, and as correspondent to *The Signalman's Journal.*

Other local chairmen attending the meeting were Hugh Thomas, Everett, Wash., Western District; Lloyd Carlson, Minot, N. D., Eastern District; and Robert Peterson, Wilmar, Minn., Eastern District.

A financial report was given by Darrel Dowdell, financial and recording secretary. A good deal of time was spent going over the agreement for the benefit of the two new Local Chairmen. Affairs of the Local were discussed, the wage movement, merger possibility and stand-by agreement for Libby Dam changes also came in for their share of attention from the Committee.

Following the meeting of the General Committee, a meeting for the members of Local 154 was held the evening of December 2 with the following members present: Wendlin Thomas, Minot, N. D.; Ted Gathman, Berthold, N. D.; Ornell Danielson, Rugby, N. D.; LeRoy Carlson, Minot, N. D.; Duane Neset, Guthrie, N. D.; Gordon McConn, Hillsboro, N. D.; Charlie Erikson, Granville, N. D.; along with all other officers of the Local. Attending as special guests during the social hour were Iver Iverslie and Jack Richardson, retired signal supervisors.

Many of the items discussed at the Committee meeting were again discussed at the local meeting. Members were given an opportunity to express their views on the various subjects, which was very helpful to the officers.

A card received from former General Chairman Lyle Gee says that he would like to extend Season's Greetings to all the members of Local 154 and wish them a Prosperous New Year!

Bidding still continues on the Central District.

A retirement dinner was held in honor of Wm. Zimmer, who retired recently after 41 years of service in the Signal Department. The dinner was held at the Viking Lodge, Whitefish, Mont. Fifty guests greeted Bill and his wife, Alice. Adrian Buckland acted as M.C., reading a resume of Bill's service record, telling a few stories about Bill and presenting gifts to Bill and his wife. Bill will be missed on the Central District and we wish him many enjoyable years of retirement.

ADRIAN BUCKLAND

YEARLY CARDS NOW AVAILABLE

Special Yearly Cards, for those members who find it convenient to pay their B. of R. S. dues by the year in advance, are now available, Secretary-Treasurer C. J. Chamberlain announced recently.

Members desiring one of the Yearly Cards should remit their dues for the year 1967 to the financial secretary of their Local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the Local secretary.

Yearly Cards will be available until March 31, 1967. After that time no more orders will be taken.

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for a refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the Brotherhood for an entire year by purchasing one of the Yearly Cards.

Rock Island

MINCO, OKLA. (17). The regular fourth quarter meeting of Martin Lodge 17 was called to order recently in the Pioneer Cafeteria of the Southern Hotel, El Reno, Okla.

The meeting opened with Chief Signalman W. L. Stickley presiding. The following members were present: W. L. Stickley, R. J. LaFoe, R. A. Watkins, W. O. Davis, C. P. Yetter, R. L. Wharry, and M. W. Kiser. A. West visted from Local 23.

The minutes of the previous meeting were read and approved. The following new members were received for membership: R. L. Mabry, Wm. A. Money, Larry T. Patrick and Donald A. Cleveland.

We received a good report on Brother L. W. Egger who is off work account of kidney stones.

The communications were read by General Chairman R. A. Watkins and including correspondence concerning the camp cars provided for Gang #2 being unfit for human occupancy, claims account signalmen being taken off their assigned jobs and used on other

jobs, the instructions issued by some supervisors to their maintainers that they must remain at their headquarters each night and could not leave over weekends without their permission. Brother Watkins led the discussion of these letters.

A motion was made and passed to combine the offices of Local Chairman and Financial Secretary.

An election of officers was held and the following were elected: Chief Signalman, W. L. Stickley; First Vice Chief, Guy Jameson; Local Chairman-Secretary Treasurer, M. W. Kiser; Lever, R. L. Wharry; Chaplin, R. J. LaFoe; Inside and Outside Semaphore, W. O. Davis; Trustees, R. J. LaFoe, Chairmen C. P. Yetter and T. E. Bruck; Local Grievance Committee, C. P. Yetter and Guy Jameson.

Chaplain R. J. LaFoe closed the meeting with prayer. W. O. Davis

Rock Island

SILVIS, ILL. (183). Last regular meeting of Local 183 was recently held at the Am Vets Post 145. The meeting began at 12:30 p.m. with 6 members present and was called to order by Chief Signalman R. E. Hickerson.Roll call of officers showed only three present.

The minutes were read and approved. There was no new business and no new applications for membership.

General Chairman R. A. Watkins was unable to attend due to recent surgery but was represented by Vice President C. S. Chandler of Grand Lodge. Brother Chandler reported that that Brother Watkins was progressing satisfactorily. Everyone present enjoyed Brother Chandler's comments on several issues.

The meeting adjourned at 2:30 p.m. The next meeting will be held at Joliet, Ill. and all members will be notified at a later date. H. E. Clark

Baltimore & Ohio

DAYTON, OHIO (94). R. B. Mensen, St. Louis Division, as the result of an injury in February 1965, has been unable to work since January 1966. He would appreciate seeing friends when they are in the vicinity of Breese, Ill.

J. J. Miller, signal maintainer, Willard, Ohio, is off duty due to a broken right arm incurred while working on the car retarder but he is expected to return to service shortly.

W. S. O'Neal, maintainer, Lima, Ohio, is off duty due to illness and would appreciate hearing from friends.

E. C. Howell, signal inspector, Chicago Division, retired recently.

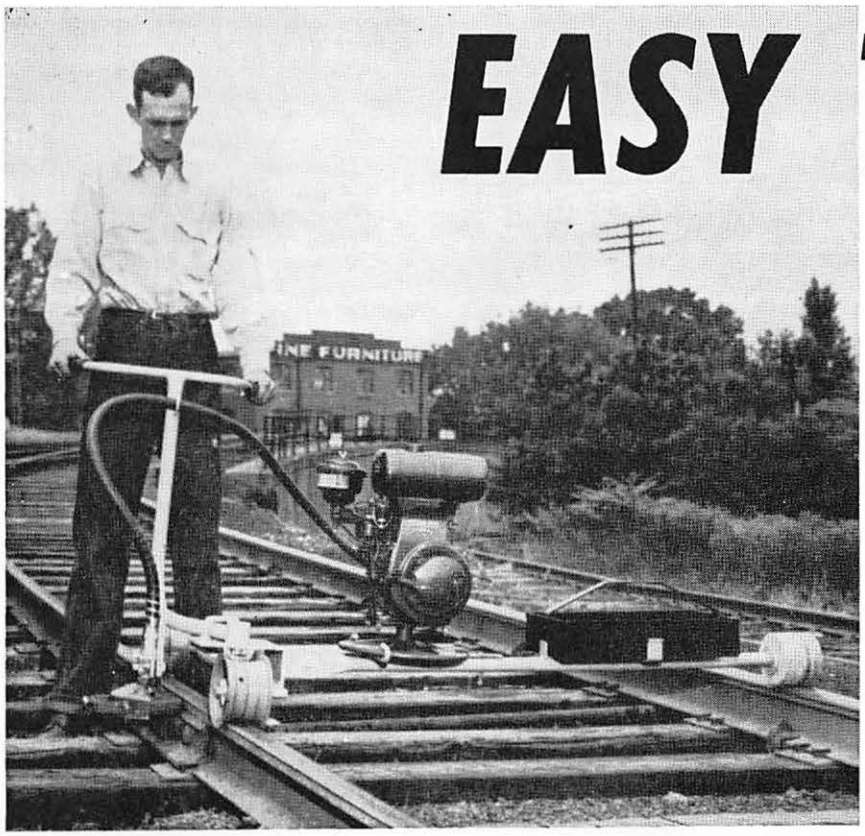
R. E. "Red" McCord, signal foreman, Dayton Union Railway, retired recently after 45 years of service. His railroad career began on the Pennsylvania in Harrisburg. He came to the Dayton Union in 1932 as a signal maintainer. He expects to divert time now to enjoy 10 grandchildren, fish in Canada and visit retired Brothers John B. Wright and R. R. Pearcy in Florida. We wish the "McCords" a long and happy retirement.

Convention delegates will be elected at the next regular meeting of Local 94 in Cincinnati. G. F. Hammond

N.Y., N.H. & H. General Committee Meets

THE FOLLOWING MEMBERS were re-elected to office at the meeting of the New Haven General Committee held recently at the Railroad YMCA: General Chairman, W. C. Adams; Vice General Chairman, M. Steinman; General Secretary-Treasurer, J. W. Walsh, Jr.; Trustees, H. E. Wishart, M. Steinman and T. F. Fewer.

The financial books were checked by the trustees and reported in order.



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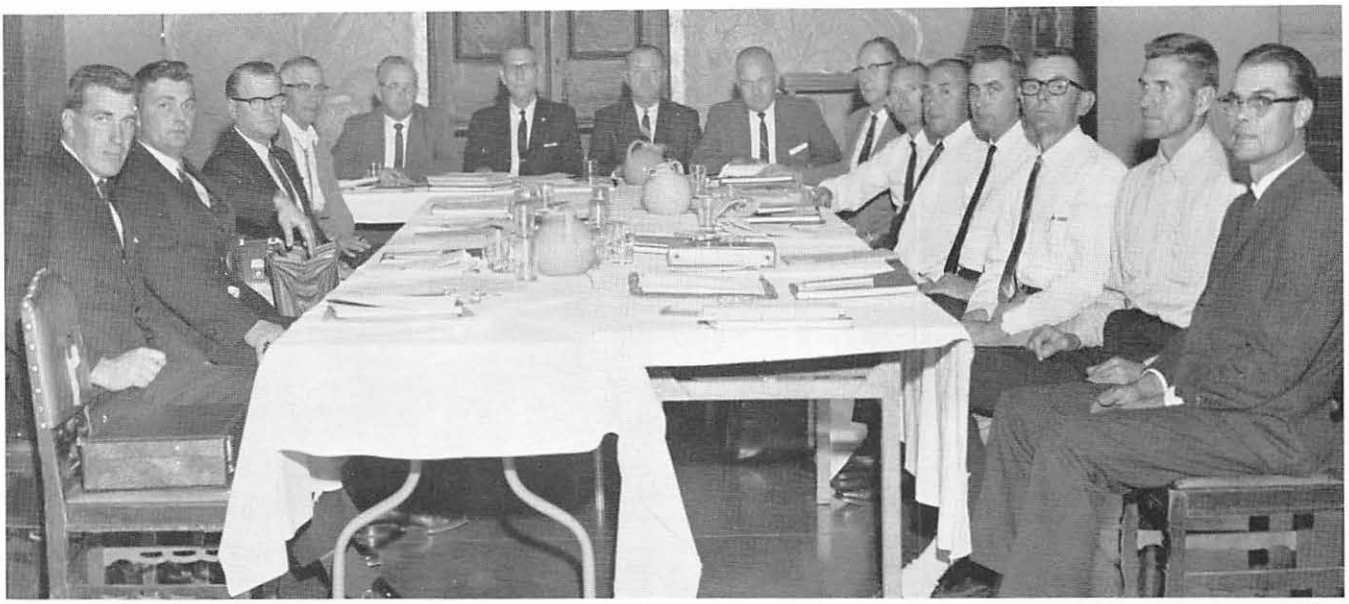

Those attending the Santa Fe General Committee meeting are shown above. From left to right, they are: W. L. Henry, D. W. Shoemaker, L. R. Silva, W. L. Ewing, R. R. Van Vacter, General Chairman W. H. Lewis, Vice President B. H. Steuerwald, Secretary-Treasurer C. J. Chamberlain, C. M. Page, R. L. Pulliam, W. L. Ellison, E. A. Kidd, W. B. Harwell, Jr., A. V. Davis and L. J. Day.

General Chairman Adams made a report of grievances progressed during the past year and answered many questions concerning the business and problems of the Signal Dept. on the New Haven.

Brother Walsh commented on finances and disbursements and urged the men to pay dues promptly to the locals so he could get his reports made out on time.

Brothers Adams and Walsh are doing a good job and are to be congratulated for their efforts to have a good union for the welfare of all Signal Dept. men.

In the evening following the General Committee meeting a dinner was held in New Haven called "Old Timers Night."

C. J. Neibel was chairman of the affair and he and his committee did a very good job. The food, drinks and prizes were tops. The "young timers" along with the "old timers" had a very enjoyable evening.

James "Van Cliburn" Kent of the New Haven Shop entertained with a number of selections on the piano.

Some of the Old Timers did not hear of the date of the dinner so next time we will announce the date of Old Timers Night in *The Signalman's Journal.*

Also looking forward to the next time we will expect more old timers, young timers, some officers from Grand Lodge, men from the supervisory forces and more talent to assist Jimmy Kent at the piano.

Big Bill Londregan has offered to play the accordian and Max Steinman will try his hand at the violin.

Harold Wishart led the men in a very interesting card game after dinner.

Wait until next year for another pleasant evening, the Lord willing.

TOM FEWER

Santa Fe General Committee Holds Meeting

The SANTA FE GENERAL Commitee meeting held in Albuquerque, N. M., at the Alvarado Hotel had 100 percent attendance. The following members representing their various Locals were present: D. W. Shoemaker, Illinois Div.; W. L. Henry, Eastern Div.; C. M. Page, Middle Div.; R. L. Pulliam, Old Oklahoma Div.; E. A. Kidd, Northern Div.; W. L. Ellison, Southern Div.; L. J. Day, New Mexico Div.; A. V. Davis, Plains-Slaton Div.; W. B. Harwell, Colorado Div.; W. L. Ewing, Albuquerque Div.; R. R. Van Vacter, Los Angeles Div.; and L. R. Silva, Valley Div.

The Committee was honored with the presence of Grand Lodge Secretary-Treasurer C. J. Chamberlain and Vice President Ben Steuerwald and throughout the meeting they informed the members of the status of the wage movement, constitutional matters and other items of interest.

General Chairman Lewis spent considerable time informing the Committee members about claims being handled at the various levels with the Santa Fe Management and National Railroad Adjustment Board.

A banquet dinner was held prior to the evening session for the Committee members and their guests. Following the banquet the election of officers to serve for the next three years was held. General Chairman Lewis was re-elected, as was General Secretary-Treasurer R. R. Van Vacter; Senior Vice General Chairman L. R. Silva; Trustee C. M. Page; Vice General Chairman L. J. Day, Western Lines; D. W. Shoemaker, Eastern Lines; and L. R. Silva, Coast Lines. Newly elected Trustee was W. B. Harwell, who also served as trustee for the General Committee audit of 1966.

Many other important items were discussed throughout the remainder of the meeting and decisions were reached concerning Committee By-Laws and other matters affecting the Santa Fe Committee. One very important matter was the training given to our new Local Chairmen and the tips that were given concerning representation and the handling of claims that will be beneficial to all who attended. A mock investigation was held for the benefit of those who had never attended an investigation. It was very informative and gave the members a better understanding of investigation procedure. However, it was pointed out that the investigation was merely play acting and should not be confused for the real thing as circumstances and the atmosphere surrounding investigations are usually different, but it did serve its purpose and everyone benefited.

Prior to adjournment everyone had a chance to express their opinion on Committee meetings. Everyone was very pleased with the way the time was spent to inform and educate the members. More than one expressed their desire for more of this type meeting.

C.N.—C.P.

WINNIPEG, MAN. (12). Our regular meeting of Winnipeg Centre Local 12 was held at the Assiniboine Hotel in Winnipeg recently with the following members present: R. L. Law, A. N. Wright, W. A. Gilchrist, Louis Perozik, C. W. Maycock, J. Hodgdon, R. McCaughan, H. Weseen, K. Reitter, P. Kanski, J. Platt, R. Puish, Grand Lodge Representative A. N. Cotton, Steve Twerdochlib from Local 203 and new

members, E. Tomm, Lorne Perozik and H. Patson.

The minutes of the previous meeting were read and accepted.

Brother Cotton requested that Brother V. Clark who has been recently appointed as Signal Instructor be allowed to attend the meeting to inform us of the latest developments regarding the training program.

He also advised that the names and addresses of Local members were sent to Mr. Orlikow, M. P., but the news letter has only been sent to those in his constituancy.

The following men were accepted for membership: H. Patton, Lorne Perozik, K. Swain, E. Tomm and D. Duvand.

The Grievance Committee made its report. Claims for payment regarding the general holiday agreement have been paid by the Canadian Pacific. Brother Weseen complained that signal apprentices are doing signal maintainers work in Symington Yard and not being paid for it. Brother Eyolfson's expenses incurred while traveling on the C. P. have been paid. Brother Platt mentioned that the grievance of an apprentice doing mechanic work in Symington Yard is still being progressed, but as this work is not now being carried out it has been left in abeyance.

Brother Reitter mentioned that a helper who works on a general holiday is entitled to an extra 8 hours pay at time and one half. In some instances, the Company is only paying straight time. A general discussion on the general holiday agreement took place.

Brother Rosborough was involved in a motorcar accident with the work train and was assessed 10 demerits and was refused expenses for going to Port Arthur for the investigation. The expenses have been paid but the discipline will remain.

Brother Cotton gave us a breakdown of expenses for the Entertainment Committee and also the expenses incurred by the General Committee during the recent Canadian General Grievance Committee meeting.

The letter received by all members from Brother Stockdale was discussed. Brother Cotton read a letter from the Joint Negotiation Committee who are unable to give out any details of negotiations because of federal law.

A discussion regarding proposed changes in the Signal Department training program took place. The C. N. proposed to accelerate the present four year plan to two years. Also there is proposed a voluntary "Section 2" dealing with solid state coding systems, hot box detectors, A. F. O., electronic scales and carrier equipment. Our Brotherhood is questioning the advisability of reducing the apprenticeship from four years to two, as all other crafts have apprenticeships lasting four years. A motion was presented that the Company's proposal be accepted in principle by Local 12.

Bills for expenses incurred while attending the Committee meeting presented by Brothers Wright, Kanski and Platt will be paid.

Group insurance rates are being increased in order to keep the policy in effect. The other alternative would be to lose the insurance.

Brother Kanski mentioned that Trainmen and Carmen at Transcone Shops received strike pay but that was because they pay into a special fund.

Brothed Cotton mentioned that a report of the Canadian General Grievance Committee meeting will be made shortly and will be discussed at the next regular meeting. We would like to express our thanks to Brother Cotton for his efforts regarding the recent Committee meeting.

At the next regular meeting there will be an election for Vice Chief, member of Entertainment Committee and third member of the C. N. Grievance Committee and delegates to the International Convention in Chicago. Please make an effort to attend.

Please keep in mind that regular meetings are always held the second Saturday of every second month starting with January, at 10:30 a.m. at the Assiniboine Hotel. This is to facilitate those who need to make special arrangements in order to attend. R. L. Law

Chicago & Eastern Illinois

DANVILLE, ILL. (174). Our regular meeting of Local 174 was held at Conner's Restaurant, in Danville, Ill.

The meeting was well attended and included lively discussions on several subjects, as well as the election of officers for the ensuing term. In attendance was a visitor from the Chicago office, Grand Lodge Representative Melvin B. Frye.

The meeting began at 10:00 a.m. and the majority of the business was conducted at the morning session, which was followed by a chicken dinner. After all other business was taken care of, the following officers were elected: General Chairman—M. Morrison; Financial and Recording Secretary—B. R. Bailey, Sr., Chief Signalman—R. E. Winegardener; Local Chairmen—W. R. Connor, District 1; J. W. Fraze, District 2; J. Neselrodt, District 3; and H. M. Bringwald, Communication Dept.; Trustees—C. F. Bennett, Chairman; W. R. Weaver and C. McGuire; Chaplain—A. A. Edwards; Lever—C. F. Bennett; Inside Semaphore—R. D. Gossett; and Outside Semaphore—J. R. Shappard.

The meeting adjourned at 4:30 p.m.

B. Bailey

Atlantic Coast Line

SAVANNAH, GA. (84). The meeting of Local 84 held in Orlando, Fla. recently was called to order by General Chairman C. B. Zettler, in the absence of our Chief Signalman H. C. Wellons. Minutes of the previous meeting were read and approved.

There was a good discussion and questions were answered on portions of our other agreements and signal work in general.

Local Chairman R. S. Rawls has bid off Brother C. F. Rivers' gang and it was necessary to elect someone to fill his vacancy and Brother E. M. Bland was elected to fill Brother Rawls's unexpired term as Local Chairman on this gang.

Our Local by-laws were discussed and it was agreed that it was impractical as well as expensive to be changing them without a just cause, since they have been approved by the Local and Presi-

Photo at left shows those who recently attended Local 174's regular meeting. At this meeting, officers were elected for the next three years. They are shown in photo at the right and from left to right, they are: Seated—General Chairman M. Morrison; Secretary-Treasurer B. Bailey; R. Winegardener; and W. Connor. Standing—R. Gossett; H. Bringwald; W. Weaver; C. McGuire; J. Frazee; J. Shappard; C. Bennett; and A. Edwards.

Those attending the S. P.—W. P.—P. E. General Committee meeting are shown above. From left to right, they are: Seated—C. A. Rhines; General Chairman R. T. Bates; Grand Lodge Secretary-Treasurer C. J. Chamberlain; and Vice President B. H. Steuerwald. Standing—Retired General Chairman C. G. Hodges; W. E. Crawford; D. H. Yancey; C. I. Young; R. F. Cross; H. Beiser; T. Hawkins; J. Turner; J. Mitchell; W. S. Green; and J. Curtis.

dent Clark as written. A motion was made and carried that all proposed changes to the by-laws of Local 84 be accepted only in the same year following our Convention. These proposed changes, and any other changes that may be necessary, must conform with the B. of R. S. Constitution. If and when the A.C.L. and S.A.L. merge, the by-laws may be changed to conform to the application of the merger.

Brother Zettler gave a brief but inspiring comment on the "Good of the Order" in which he encouraged the members to try and increase the attendance at our Local meetings.

Brothers William Fred Kestler and James S. Saint-Amand have resigned to attend college.

Our deepest sympathy is extended to Brother C. H. Wellons and his family in the death of their only son, Lt. Hugh Wellons, who was killed in action in South Viet Nam. Also to Brothers J. A. McCrary, Sr. and Jr., in the death of Mrs. J. A. McCrary, Sr., and Brother I. H. Mobley in the death of Mrs. Mobley.

It is very important that your Secretary have your Zip Code number, so please remember to include this when you pay your first quarter 1967 dues.

Chief Signalman Wellons requests that nominations for Delegates and Alternates to the 1967 National Convention be made at the next regular meeting in Rocky Mount, N. C.

A. T. GROOM

New York Central

NEW POINT, IND. (15). Twelve members attended the last regular meeting of Local 15.

A discussion was held on raising dues, then a resolution passed raising quarterly dues by two dollars, effective the first quarter 1967.

The Grievance Committee made its report.

Since approximately the same number attend each meeting it was resolved that the attendance prize be dropped, thereby increasing the funds of the Local.

We would appreciate having some new faces at the future meetings.

L. J. ROBBINS

S.P.—W.P.—P.E.

ON NOVEMBER 3 and 4, 1966, the Southern Pacific General Committee convened at the Oxford Hotel in San Francisco, Cal. General Chairman R. T. Bates presided at the busy two day session. The Local Chairmen attending the meeting were: Roy F. Cross, Local 92; W. E. Crawford and T. W. Hawkins, Local 104; W. S. Green, Local 126; H. T. Beiser, Local 152; J. W. Curtis, Local 153; Jay L. Mitchell, Charles A. Rhines, C. I. Young and D. H. Yancey, Local 179; and J. L. Turner, Local 182. Former General Chairman C. G. Hodges and Brother Bill Quinn, now retired, were welcome visitors at the meeting on November 3.

Brother Quinn presented a gavel to General Chairman Bates which had been handmade by Brother Henry Lukes.

Grand Lodge Secretary-Treasurer C. J. Chamberlain and Vice President B. H. Steuerwald attended the sessions on both days and assisted the Committee in their deliberations.

Mr. Robert A. Samuelson and Mr. Harry Nelson of the Railroad Retirement Board office in San Francisco talked to the Committee on the first day and explained the recent amendments to the Railroad Retirement Act and the Supplemental Pension Plan for railroad employes.

The Committee was also privileged to hear Mr. Al McNabney, Administrator of the Southern Pacific Hospital Association in San Francisco, talk on the operation of the Southern Pacific Hospital Association.

On Thursday, November 3, Mr. Clifton Hildebrand, legal aid attorney, from Los Angeles, entertained the Committee members and their wives at a dinner which was thoroughly enjoyed by all those present.

The Committee worked on a revision of rules in the basic agreement and also discussed at length the assistant training program recently negotiated on the Southern Pacific.

Election of General Committee officers was held on Friday, November 3, and the following officers were elected for the ensuing three year term: General Chairman—R. T. Bates; Vice General Chairman—J. L. Mitchell; General Secretary-Treasurer — C. A. Rhines; Trustees—E. P. Frost, D. H. Yancey and Walt Smith.

The busy two day Committee session also provided an opportunity for each Local Chairman to discuss matters and problems affecting his particular district.

N.Y.C.—L.W. General Committee Meets

THE MEETING OF THE NEW York Central-Lines West General Committee was called to order at Grand Lodge Headquarters by General Chairman R. T. McGill with the following Local Chairmen in attendance: E. R. Needy, R. L. Krause, R. W. Hartsock, V. E. Knop, E. Moyes, L. D. Strunk, W. D. Smith, F. J. Smola, J. J. Crowley, H. W. Ahrens, and B. F. Keck. Also

attending the meeting were Grand Lodge Secretary-Treasurer C. J. Chamberlain, Vice Presidents C. K. Fields and P. T. Drummond, and Grand Lodge Representative M. B. Frye.

The minutes of the previous meeting were read and approved.

Vice President Drummond explained the new Supplemental Pension Bill recently passed by Congress after which a general discussion followed.

General Chairman McGill introduced Patrick Lavery, John Shunick and Don Long of the Travelers Insurance Co., who explained group insurance changes and claim procedure, followed by a question and answer period.

Brother Drummond spoke on the Section 6 Notice, informing the Committee that management had offered a 5% wage increase effective January 1, 1967 and three weeks vacation with pay after 10 years service. The issue of "away from home" expenses would be submitted to arbitration under the Carriers' proposal. Brother Crowley again brought up the question of a separate agreement for the System Signal Shop at Elkhart, explaining that they have conditions and problems that are not covered by the current agreement.

McGill reported on the proposed merger of the N.Y.C. and P.R.R. At a meeting with management recently, he requested a map of regions and proposed seniority districts but stated that he has not received a reply. Vice President Fields stated that a meeting is tentatively scheduled in Philadelphia on the merger plans.

Brother Frye gave a talk on methods and procedures regarding handling of claims under the agreement and stated it is important that Local Chairmen have all claims submitted in writing and get all the pertinent facts, etc.

Brother Needy brought up the question of being required to wash company trucks. This will be handled by the General Chairman.

Brother McGill informed the Committee of the Carrier's intention to change paydays to biweekly effective January 1, 1967.

General Secretary-Treasurer Ahrens gave a report on the financial condition of the General Committee. A motion was made and carried that per capita tax be increased from $6.00 to $8.00 per quarter, effective January 1, 1967.

The motion made that the by-laws of the General Committee be revised to show the increase in per capita tax and constitutional changes and a copy mailed to each member of the Committee carried.

Brother McGill turned the chair over to Vice President Fields who conducted the election of General Committee officers. Results showed: General Chairman —R. T. McGill; General Secretary-Treasurer—H. W. Ahrens; Executive Committee—L. D. Strunk; R. L. Krause; V. E. Knop; E. R. Needy and J. J. Crowley; Trustees—Chairman, R. L. Krause; L. D. Strunk and V. E. Knop.

H. W. AHRENS

P.R.R.—P.R.S.L.

MAGNOLIA, N. J. (58). Here it is 1967 and we want to say Happy New Year to all of our members.

Our last regular meeting was held at Hammonton and sorry to say we had a bad turn-out. Officers attending the meeting were: Chaplain, R. B. Inman; Recording Secretary, R. W. Schwartz; Local Committeeman, J. T. McAviney; Financial Secretary, W. H. Gilbert; and Local Chairman, J. L. Nack.

Times are changing in this location. Vernon, Allen and Center towers are being torn down and a new Cooper tower is in service. We have a new headquarters at 30th St. in the M&W Building. We moved in it on December 22 after bids had been awarded.

A new position was made, Maintainer C&S of the new Pavonia Classification Yards, awarded to U. A. Welsh, Jr., Maintainer Test to R. D. Hewitt and Maintainer C&S, Jersey Tower to John O'Brien, all on the former Atlantic district.

On the P.R.S.L., R. P. Schwartz went to Winslow Tower, H. Hoban to Headquarters Haddon Heights, R. L. Connelly, also went to Haddon Heights, and E. S. Reed to Tuckahoe, N. J. Two signalmen's positions were awarded to C. A. Giordano and N. DeLucca and one helper position was awarded to J. J. Essl.

Just want to remind you of our February meeting on the 8th and the March 8th meeting. Will you try to be at these meetings? We want you to seek the help of your Local because we are elected to help the members.

To all retired members, why not come out and talk over old times. We meet on Egg Harbor Road, Hammonton, N. J. the second Wednesday of every month. We are trying to have 6 meetings in Hammonton and 6 in Camden each year to see if more members will attend. That is the only way we can have your help in running these meetings.

J. L. NACK

Obituary

Yale K. Sheperd, member of Local 103, Chicago, Burlington & Quincy Railroad, passed away November 5, 1966 at the age of 61.

Brother Yale started as a signal helper for the Burlington on November 2, 1934 and progressed to signalman on November 30, 1939. Brother Shepp, as his Brothers called him, was general CTC maintainer at Aurora, Ill. for several years and at the time of his death was signal maintainer at the Aurora Electric Plant.

He was an officer of Local 103, serving as Lever since 1958 and was recently reelected to this office.

He is survived by his widow and four daughters, to whom the officers and members of Local 103 extend their deepest sympathy. G. R. WEBSTER

Roy E. Rhinberger, member of Local 103, Chicago, Burlington & Quincy Railroad, passed away December 21, 1966 at his home in Wataga, Ill. at the age of 52.

Brother Roy started to work for the Burlington Railroad as signal helper on September 15, 1942 and progressed to signalman on April 24, 1945. At the time of his death, Brother Roy was signal maintainer, East Humps, Galesburg, Ill.

He held several offices in Local 103, from 1954 to 1955, local chairman, lines east construction; from 1964 to 1966, chief signalman; from 1961 to 1963, trustee. In September 1966 he was elected Recording and Financial Secretary of Local 103.

Funeral services were held in Oneida, Ill. and burial was at Camppoint, Ill.

Survivors include his widow and one son, to whom the officers and members of Local 103 extend their deepest sympathy. G. R. WEBSTER

Adolph Carl Hess, retired member of Local 168, Chicago & North Western Railroad, passed away December 18 at Spooner Memorial Hospital, at the age of 75.

He lived in Shell Lake, Wis. as a boy, attended school there and began his long career as a railroad man in 1912 for the signal department at Black River Falls, Wis. He was promoted to signal maintainer in March 1940, and later to district signal maintainer at Spooner, Wis., continuing in that position until his retirement on July 31, 1956.

He is survived by his wife and one brother, to whom the members and officers of Local 168 extend their deepest sympathy. J. S. GOSTONCZIK

David Marion, retired member of Local 45, Erie-Lackawanna Railroad, passed away recently. He was 81.

Brother Marion was employed as a signalman at the time of his retirement on December 31, 1953, after completing 44 years of service.

The officers and members of Local 45 extend deepest sympathy to the surviving members of his family. ED.

Patrick F. Horen, retired member of Local 153, Southern Pacific, passed away recently. He was 74.

Brother Horen was employed as a leading signalman at San Francisco, Cal. at the time of his retirement on December 31, 1958, after completing 22 years of service.

The officers and members of Local 153 extend deepest sympathy to the surviving members of his family. ED.

Robert L. Van Horn, retired member of Local 31, Western Maryland Railway passed away recently. He was 61.

Brother Bob entered signal service on the Western Maryland Railway in 1926 and worked in all capacities including assistant supervisor. At the time of his disability retirement he was working as signal inspector. He will always be remembered for his ever willing and helping hand and will be missed by all who worked with him.

He is survived by his wife, one daughter and two sons, one of whom is serving in the armed forces in Viet Nam. The officers and members of Local 31 extend deepest sympathy to the surviving members of his family. G. A. DeLozier

J. Y. Lackey, retired member of Local 84, Atlantic Coast Line Railroad, passed away recently. He was 72.

Brother Lackey was employed as a signal maintainer at Lake City, S. C. at the time of his retirement on February 29, 1960, after completing 47 years of service.

The officers and members of Local 84 extend their deepest sympathy to the surviving members of his family. Ed.

Walter V. Gott, retired member of Local 5, New York, New Haven & Hartford Railroad, passed away recently. He was 75.

Brother Gott was employed as a signalman at Mansfield, Mass. at the time of his retirement, August 24, 1962, after completing 52 years of service.

The officers and members of Local 5 extend their deepest sympathy to the surviving members of his family. Ed.

P. L. Anderson, retired member of Local 31, Baltimore & Ohio Railroad, passed away recently. He was 76.

Brother Anderson was employed as a signal maintainer at Garret, Pa. at the time of his retirement April 30, 1959, after completing 49 years of service.

The officers and members of Local 31 extend their deepest sympathy to the surviving members of his family. Ed.

F. E. Dean, retired member of Local 159, Erie-Lackawanna Railroad, passed away recently. He was 72.

Brother Dean was employed as a T&S signal maintainer at Norwich, New York at the time of his retirement May 16, 1958, after completing 44 years of service.

The officers and members extend their deepest sympathy to the surviving members of his family. Ed.

H. E. Gordon, retired member of Local 98, Chicago Great Western Railway, passed away August 4. He was 76.

Brother Gordon was employed as a signal maintainer at Mason City, Iowa at the time of his retirement October 1, 1954 after completing 45 years of service.

The officers and members of Local 98 extend their deepest sympathy to the surviving members of his family. Ed.

Earl Beach, retired member of Local 94, Baltimore & Ohio Railroad, passed away recently. He was 66.

Brother Beach was employed as a maintainer at Cincinnati, Ohio, at the time of his retirement January 1961 after completing 42 years of service.

The officers and members of our Brotherhood extend to the bereaved family our sincere sympathy.

G. F. Hammond

I. G. Morgan, retired member of Reading Local 26, Reading Co., passed away October 29. He was 60.

Brother Morgan was an active member of the Local and served as Local Chairman on the Shamokin Division for 10 years.

He began his signaling career July 23, 1940 and was a maintainer on the Shamokin Division at Tamaqua at the time of his disability retirement due to a heart ailment on May 14, 1965.

The officers and members of Local 26 offer their sincere sympathy to the surviving members of his family.

L. Vanino

Ray K. Tiffany, retired member of Local 24, Denver Union Terminal Railway, passed away recently. He was 70.

Brother Tiffany was employed as a signalman at Denver, Colo. at the time of his retirement August 1, 1960, after completing 17 years of service.

The officers and members of Local 24 extend their deepest sympathy to the surviving members of his family.

Ed.

Veryl B. Mellinger, retired member of Local 34, New York, New Haven & Hartford Railroad, passed away November 12. He was 75.

Brother Mellinger was employed as a signal maintainer at Portchester, N.Y. at the time of his retirement November 16, 1957, after completing 42 years of service.

He was the recording secretary of Local 34 for a number of years and did a very good job in this capacity and also assisted the Local Chairman in writing and typing grievances.

The officers and members of Local 34 extend their deepest sympathy to the surviving members of his family, his wife, son and three grandchildren.

T. F. Fewer

William F. Browne, retired member of Local 104, Southern Pacific, passed away December 1 at his home. He was 78.

Brother Browne was employed as assistant signalman at Los Angeles, Cal. at the time of his retirement June 30, 1952, after completing 30 years of service.

The officers and members of Local 104 extend their deepest sympathy to the surviving members of his family.

Ed.

Lester F. Bourland, retired member of Local 33, Atchison, Topeka & Santa Fe Railway, passed away recently.

Brother Bourland began his railroad career in 1944 and held the position of assistant signalman most of his working years. He retired December 31, 1965.

The officers and members of Local 33 express their deepest sympathy to the surviving members of his family. Ed.

William B. Murphy, retired member of Local 32, Chicago & Western Indiana Railroad, passed away October 8. He was 93.

Brother Murphy was the Day Maintainer at 74th Street Interlocking Plant at the time of his retirement in 1953.

The officers and members of Local 32 express their deepest sympathy to the surviving members of his family.

Edward Rickert

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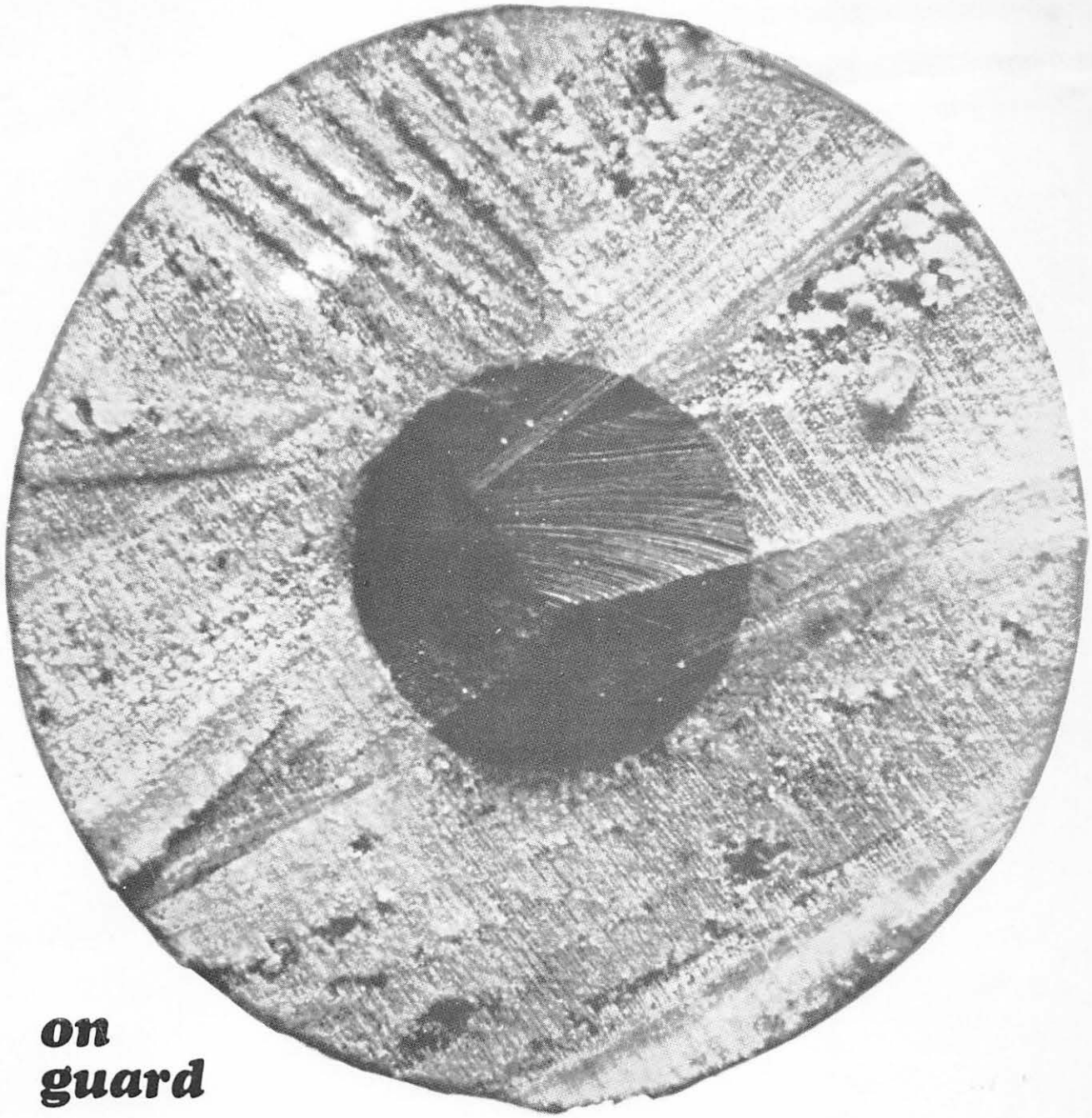

on guard

This is an enlarged photograph of the end of a pencil. Graphite is ideal for writing (its name even means "to write"), but it is soft and needs protection. Hence the invention of the pencil. Because of man's propensity for making mistakes, no pencil is considered complete without an added invention—the eraser.

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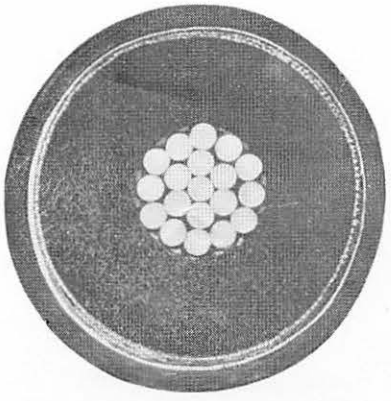

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